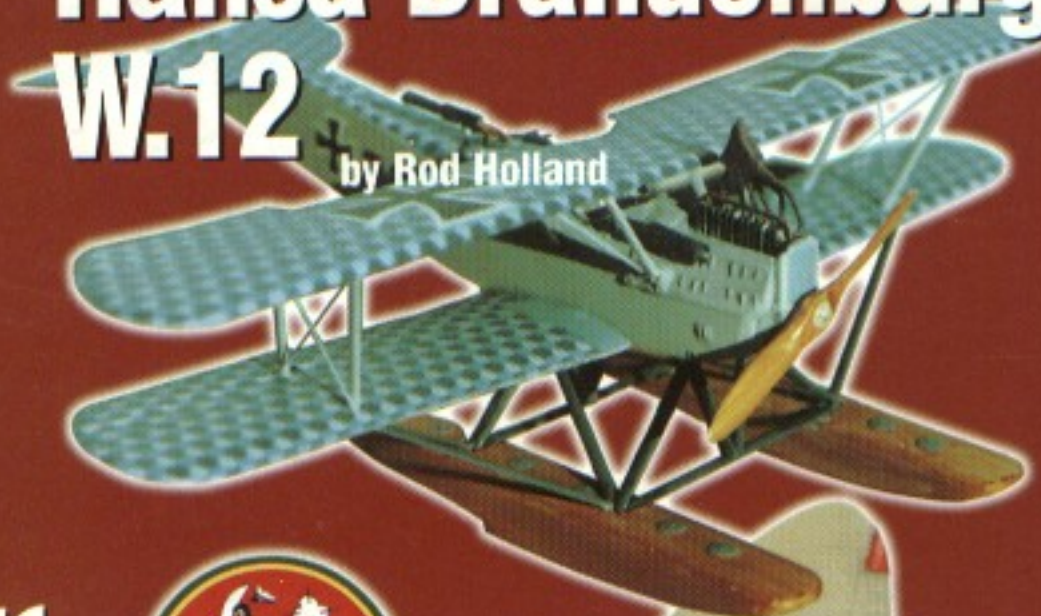


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Hansa Brandenburg W.12

by Rod Holland



Meteor

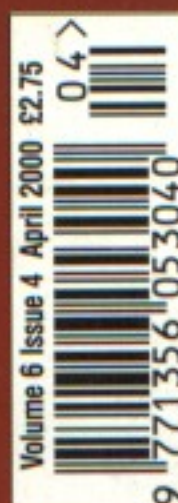
by Richard J. Caruana



Classic's Claude

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Editorial

Volume 6 Issue 4

This month saw me undertaking one of those dreaded jobs, namely 'sorting out' the loft! After moving into our new home about two years ago, I laid flooring in the roof and installed a few sets of racks. These were soon filled however, and over the past twelve months the available space in the loft has gotten less and less. So, I took the bull by the horns and set about getting and installing more racks. An entire weekend was spent up in the loft, and many a pleasant hour was spent sifting through old paperwork and going 'I didn't know I had one of those' about the kit collection. Well, now all is sorted, but the big dilemma is that there is no more expansion space, and it's full already! For most modellers the hobby is either one of building, or collecting, but a great number of us have far more models than we will ever build. My wife likes to keep reminding me of this fact, in the hope that I will get rid of them, but as I sifted through my pile of a dozen Monogram 1/48th scale P-61s (I just like the P-61, OK?), I realised that she is correct, and the time has come to sell some. I also made a very upsetting discovery. When we moved to our new home, I had visions of making display space for the built models, but when

you work in 1/48th scale, the resulting models are a real nightmare to fit in any existing cabinets. I am therefore reluctantly having to sell all my built models, as they will only fall apart in the loft, and what is the point in having them if you can only ever see them by opening the box they are stored in. Depressing I know, but they all have to go. To that end I have a listing available of all the books, kits and built models, and should any of you want to have a copy, please fax your address details through to 01234 261251, or Email me directly at SAMed@compuserve.com and I will pass a copy of the list on to you.

Well, this month sees our annual 'New Kit Listing', and as you will see there is lots of new stuff already announced. I am sure we will have to do an update to the list in a future edition, but for now the listing should keep you all happy.

Have fun...

Richard A. Franks
Editor

News & Reviews

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Note

See the 'New Kit Listing' elsewhere in this edition for a complete round-up of all new and projected kit releases.

Hasegawa

1/200th

Released in Japan recently were the VC-25A 'Air Force One' (#10608/¥2200), DC-10-30 'Northwest/KLM' (#10609/¥1300), Tristar 'RAF' (#10610/¥1500) and the Boeing 767-200 'JTA' (#10611/¥1500).



Released in the UK during February were the Boeing E-767 AWACS 'J.A.S.D.F.' (#MX007/£13.99), MD-11 'American Airlines' (#LT024/£12.99) and the Boeing 737-400 'Lufthansa' (#LT124/£7.50).

Due for release in Japan in March were the Kawasaki EC-1 'Electric Warfare' (#10611/¥2800), B777-200 'American Airlines' (#10613/¥1800), YS-11 'South West Airlines' (#10614/¥1800) and the B767-200 (#10615/¥1500).

1/72nd

New items available in the UK for January included the Macchi C.202 Early (#00045), Fw 190A-5 (#00046) and J-35J Draken 'Grey Scheme' (#00047), all at £9.99. The new Mitsubishi Ki-67 Type 4 (#CP019) is also now available and it is £16.99.

Reissued once again are the F-20 Tigershark (#00233), A-4E/F Skyhawk (#00239), AV-8A Harrier (#00240), F6F-3/5 Hellcat (#00241), P9F-2 Panther (#00242) and Lightning F Mk 6 (#00245), all of which are £6.50 each.

Available in the UK by mid-February were the Lockheed F-117A Nighthawk (#00531/£9.99) and the Messerschmitt Me 262 V-10 with towed flying bomb (#00049/£17.99).

Back once again, but not 'new', are the Ki-43-II Oscar (#00131/£5.50), Ki-44-I/II Tojo (#00132/£5.50), Ki-61-I Tony (#00133/£5.50), Mitsubishi J2M3 Jack (#00135/£5.50), NIK2-J Shidenkai (#00136/£5.50), P-47D Thunderbolt (#00138/£5.50), P-40N Warhawk



(#00139/£5.50), F4U-1D Corsair (#00140/£5.50), UH-1H Iroquois (#00141/£5.50) and the A-37A/B Dragonfly (#00142/£5.50).

New items in Japan during January and February include the ES-3A Shadow 'CAG of Sea Shadows' (#00055/¥2200), de Havilland Mosquito NF Mk II (#00050/¥2000), Kawasaki Ki-45Kai Tei '4th Fighter Regiment Kaitentai' (#00051/¥2800), Mitsubishi F-1 '6th Squadron 40th Anniversary' (#00053/¥1400), EA-6B Prowler 'Wings '99 Atsugi VAQ-136' (#00053/¥2000), Kawasaki T-4 '1st Air Wing 1999, Hamamatsu Special' (#00054/¥2000), S2F-U Tracker 'Target Taker' (#00048/¥2200), P-3C Orion 'VP-47' (#00060/¥3200) and the Me 262 V056 (#GD052/¥1800).

Listed for release in Japan during February and March are the F-4B Phantom 'VMFP-3 Black Special' (#00056/¥2200), Fuji T-3 '12th FTW 1999 Hifu Special' (#00057/¥1800), F-4EJ Kai 'Aggressor Faker' (#00058/¥2200), F-104S 'NATO 50th Anniversary' (#00059/¥1400), T-33A Shooting Star 'Old Fashion' (#00061/¥1200), Su-27 Flanker 'Ukrainian Air Force' (#00062/¥2400), Mil Mi-24D 'Czech AF Aerobatic Team' (#00063/¥1800), N.A. F-86D '512th FIS', F-117A Stealth (#00066/¥1200), F-4S 'VME-321' (#00067/¥2200), B-17G (#00069/¥2200), F-15E Strike Eagle (#GE10/¥1200), MiG-29 (#GE11/¥1200), F-14A 'Low-Viz' (#GE2/¥1200), F-14A Tomcat 'Hi-Viz' (#GE3/¥1200), AH-1S Cobra 'JGSDF' (#GE4/¥1200), AH-1S Cobra 'US Army' (#GE5/¥1200), AH-64 Apache Longbow (#GE6/¥1200), S-3A Viking (#GE7/¥1200), EA-3B Prowler 'Hi-Viz' (#GE8/¥1200) and the A-10A Thunderbolt II (#GE9/¥1200).

1/48th

New items in the UK during January in this scale included the Nakajima A6M2-N Rufe (#09322/£17.99), Hurricane Mk I Tropical (#09323/£16.99), Messerschmitt Bf 109G-6 'Graf' (#09324/£16.99), Kawasaki T-4 'JASDF' (#PT17/£14.99) and the Mitsubishi A6M5 Type 52 (#JT70/£14.99).

Releases during February in the UK included the F-86F-40 Sabre 'Blue Impulse'



(#PT015/£17.99), Messerschmitt Bf-109T (#09326/£21.99) and the F-14A Tomcat 'Lantirn' (#09329/£29.99).

New items due in Japan include the Bf 109K-4 'JG53' (#09330/¥2200), along with

CMK

1/72nd

A resin wing fold set for the Tamiya F4D-1 Skyray kit has just been released by CMK and it (7027) retails for £4.95.

1/48th

New items in this scale include open engine compartment, complete with Rolls-Royce Merlin, for the Tamiya Mosquito (#4038/£6.60), a floatplane conversion for the Tamiya Swordfish (#4062/£15.60) and an ASV radar-equipped Swordfish Mk.III conversion for the Tamiya kit (#4063/£11.50). The latter items includes long exhausts (night fighter), oil cooler, control surfaces and canopy for the radar operator.

the reissue of the FG Mk 1 Phantom 'No.111 Sqn' (#09331/¥3200) and the F-16A 'NATO 50th Anniversary' (#09332/¥2200).

It is interesting to note that in Japan the Monogram F-101B Voodoo (#HM158) and the F-105G Wild Weasel (#HM159) are available under the Hasegawa label. Hopefully this is a sign that these kits will soon be back elsewhere under the Revell-Monogram label, as all the other items released in Japan via Hasegawa have become part of the main Revell-Monogram range soon after.

Released in Japan during February were the F4U-4 'Navy Reserves' (#09333/¥1800) and the Ki-84-I '47th Flight Regiment' (#09334/¥2000).

Due for release in Japan during March were the F-14B 'VF-103' (#09335/¥4800), Ki-44-II (#09336/¥2200), A6M2b '21st FG' (#09337/¥2400) and the F-16C Block 50 (#V10/¥2200).

1/32nd

Back again in the UK by mid-February, although this time in 'Top Gun' markings, was the A-4E/F Skyhawk (#08114/£25.00).

Due for re-release in Japan in late January was the Messerschmitt Bf 109E 'Maj H. Wick' (#8116/¥3200).

Due in February in Japan were the F-5E Tiger II 'Patrouille Suisse' (#08117/¥3400), Spitfire Mk Vb 'L.R. Glead' (#08118/¥3200) and the F6F-3/5 Hellcat 'Pacific Ace' (#08119/¥3200).

Due in Japan in March were the Fw 190D-9 'Reich Defence 1945' (#08120/¥5200) and the TA-4J (#S24/¥3300).

Cutting Edge

A new range of shaped formation and navigation lights have just been released by Cutting Edge. The series so far includes the following colours; Clear, Green, Red and Yellow and each sets retails for £6.95.

Airfix

1/72nd

The first of Airfix's reissues started in February with the Henschel Hs 123A-1 (#02051) at £3.99.

Aeroclub

1/72nd

A resin wing conversion for a Mk I Hurricane is currently available only directly from Aeroclub and it (#K808) retails for £5.75.



AA

1/48th

Many of you may recall our Preview of one of this manufacturer's products a short while ago. Well, now this range of kits from China is in the UK. So far the series comprises (48001) Chengdu F-7II [upgraded MiG-21F], (48002) Chengdu F-7E, (48003) Chengdu F-7E/MG 'Skybolt/Airguard' [Export Version], (48004) Shenyang F-8II 'Finback', (48005) Shenyang F-8IIM 'Finback', (48006) Nanchung A-5C 'Fantam', (48008) Shenyang FH-7 'Leopard', (48009) Shenyang FBC-1/FH-7 'Leopard', (48010) Shenyang F-6 [MiG-19] and the (48011) Shenyang F-6III [MiG-19]. All of these kits are listed at £14.99 each.



Dragon-Shanghai

1/48th

A couple of kits once more became available from Dragon recently and they were the Gotha Go-229A Flying Wing (#5505/£17.99) and the Me 262A-1A 'Jabo' (#5507/£17.99).

1/48th

Aeroclub have also released a whole batch of Spitfire related items in this scale. So far these include a Mk IX update/correction set for the Ocidental kit (V188A/£7.50), Mk XVI conversion for the Ocidental kit (V188B/£10.00), Spitfire gull wing insert for the Aii/Otaki/Airfix Mk VIII kit (V189/£1.40), Mk IX tailpanes and radiators (V190/£2.30), Spitfire retractable tailwheel (V191/£1.40), Spitfire undercarriage with compression link and four and five spoke hubs (V192/£1.80) and Mk IX/XVI pointed rudder (V197/£1.00). There are also a large number of other new accessories available from Aeroclub that include items for the new Classic Airframes Fairey Battle kits.



Trumpeter

1/32nd

Another new range from China, you may have seen these kits listed elsewhere under the Frog name. Well, the original Trumpeter versions are now in the UK and the series consists of the (32203) Shenyang FT-5/MiG-15UT1, (32204) Shenyang F-5/MiG-15bis, (32205) Shenyang F-5/MiG-17 and the (32206) Shenyang F-5A/MiG-17PF, all at £19.99 each.

Fonderie Miniature

1/48th

This is a new name from France and they have just released four new kits in this scale. The limited-run injection moulded plastic kits feature etched brass, metal and resin parts by Hi-Tech. The four new kits are the Bloch MB.152C1 (#6001/£14.95), Dewoitine D.510 French version (#6003/£15.95), Breguet 693A/B (#6004/£19.95) and the Dewoitine D.510 export version (#6005/£15.95).

Tamiya

1/72nd

The Mosquito FB Mk VI/NF Mk II (#60747) that we previewed last month is now readily

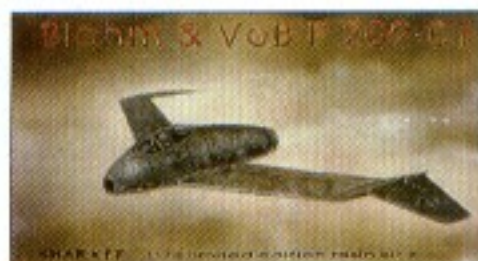
available in the UK and is £12.99.

1/48th

The Dornier Do 335 due from Tamiya is now being shown and seems to be an A-1 series airframe. The Skyraider kit will soon be available in A-1J form complete with an ejection seat and Mk.82 and M117 bomb load. Another version of the Corsair is also due from Tamiya in this scale, and this time it will be the F4U-1A version.

1/32nd

The F-4 Phantom II kit in this scale should soon be available in 'Marines' guise, complete with bombs etc



Sharkit

1/72nd

The most recent couple of resin kits from this manufacturer are the Blohm & Voss P.209-01 (#7232/£18.00) and the Republic XP-47J (#7234/£20.00).



M-Avia

1/72nd

The MBR-2bis flying boat shown in our Preview section this month is available in the UK from Hannants at £12.95.

Frems

1/48th

Following on from their MB.339PAN, Frems have now released the MB.339A (See Previews). This kit features additional parts for the weapons and fuel tank and offers markings for three Italian Air Force aircraft and one each from Argentina (Navy), Malaysian Air Force, Peruvian Air Force and Dubai Air Force. The price for this stunning kit is just £19.95, and examples can be obtained from Hannants.



Eduard

1/72nd

New 'Express Mask' releases in this scale include Bf 109G (Hasegawa/XS017/£0.80), P-51B (Revell/XS019/£0.80), AH-1 Cobra (Hasegawa/XS027/£0.55), F-15C Eagle (Academy/XS028/£1.20), F-84G Thunderjet (Tamiya/XS029 £0.80), Bf 109G (Academy/XS03/£0.55), F-16A/B (laterli/XS031/£1.20), T-6G Texan (Academy/XS034/£0.80), F-4 Phantom (Hasegawa/XS035/£1.60), Ju-87D/G Stuka (Fujimi/XS036/£1.20), OV-10 Bronco (Academy/XS037/£1.20), A-37 Dragonfly (Academy/XS038/£0.80) and the P-47D-25 Bubbletop (Academy/XS039/£0.80).

New etched detail sets in this scale include those for the E-3F/E-3B AWACS (Heller/72312) and the Tempest Mk V (Academy/72315).

1/48th

New releases in the 'Express Mask' range in this scale included those for the Messerschmitt Bf 109K (Hasegawa/XF016/£0.55), Ki-84 (Hasegawa/XF017/£0.55), P-51B Mustang (Hasegawa/XF018/£0.55), F-86F-40 (Hasegawa/XF025/£0.80), Rafale M (Revell/XF026/£1.60), A-7D Corsair II (Hasegawa/XF028/£1.20), F6F Hellcat (Hasegawa/XF029/£1.20), Ju-87D/G Stuka (Hasegawa/XF030/£1.20), F-16A/C (Academy/XF031/£1.20), F-84G Thunderjet (Tamiya/XF034/£1.20) and Spitfire Mk I/Mk V (Tamiya/XF035/£1.20).

A range of national insignia masks has also

News Update



Mac Distribution

1/72nd

A new and uninspiring name, but this new manufacturer has just released an injection moulded kit of the Fokker E.IV (#7230) and it is £7.75.



Special Hobby

1/72nd

The most recent release from this manufacturer is the Flettner Fl 265 (#72020), which comes with markings for two versions and retails for £5.50.

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News Update



Sword

1/72nd

New from Sword this month is the Grumman F8F-1/2 Bearcat. It (#7206) includes an optional fuselage plus resin wheel wells, cockpit interior and engine and retails for £7.50.



AML

1/72nd

The new injection moulded kit of the Fiat G.50 series II/I is now available. It features decals for a Finnish and Italian Air Force option and retails for £7.25.

been produced by Eduard and the most recent additions to the series are those for the Junkers Ju 88 Nightfighter (Dragon/XF512/£2.50), Bf 109E (Hasegawa/XF513/£1.85), Bf 109F/G (XF514/£2.80), Bf 109E/F (Hasegawa or Tamiya/XF516/£1.85), Ki-84 (Hasegawa/XF518/£1.60) and the A6M2 Zero/Rufe (Hasegawa/XF519/£1.85).

New etched detail sets include those for the F-14A (Academy/48294), Typhoon bubble top (Hasegawa/48297), A6M2 Zero Type 21 (Hasegawa/48306) and the Me 163B Komet (Revell & Dragon/48307).



Academy

1/72nd

Three new kits have been recently released in this scale by Academy and they are the P-40E Warhawk (#1671) at £4.99, the Cessna A-37B in 'Black Eagle' R.O.K.A.F. Display team markings (#1672) at £5.49 and the awesome Boeing B-377 Stratocruiser (#1603) at £28.99. Please note that item 1671 was originally listed as a Ju 87G, but this has either been cancelled or postponed, as the P-40E has

taken that item number.

The new Messerschmitt Me 163B kit from Academy does include the recovery vehicle as per the old Heller example, and although not prominently marked, it is also possible to build the kit as a two-seat Me 163S.

1/48th

The Messerschmitt Bf 109G-6 released by Academy in this scale recently (#2146), is in fact the old Hobbycraft tooling and it retails for £10.50 in the UK.

New toolings in this scale include the F4U-1D Corsair (#2147) at £11.99 and the F-117A Stealth (#2118) at £14.99.



Also from ex-Hobbycraft tools are the Seversky P-35A (#1018) and P-36A Hawk (#2181) kits listed for release by Academy in March.

Esci

1/72nd

The first batch of Esci reissues have reached the UK now, and the promised price drop does not seem to have happened. Those kits available once again are the MiG-27 Flogger D (#4020/£9.99), F-18A Hornet 'USMC' (#4072/£9.99), Mirage 2000C (#4074/£9.99), Tornado IDS (#4083/£9.99), Tornado ECR (#9002/£7.99) and the BAe Harrier GR.5 (#9065/£7.99).



MPM

1/72nd

The old Frog tooling of the Swordfish Mk I/III has recently been issued by MPM with the addition of a new detailed resin cockpit interior, rear machine gun and engine cowling and it (#72130) retails for £6.50. Also available in an upgraded form is their Messerschmitt Bf 109T (#72132), which now comes with a new resin cockpit interior, undercarriage and wheels, and also retails for £6.50.

New items due from MPM by the time you read these are a Spitfire PR Mk XI (#72086) and Vought SB2U-3 Vindicator (#72087). Both will feature resin detail parts.

Czech Master Resin

1/72nd

The most recent release in this series is

the Morane Saulnier A.1 (#1112), which includes a French decal option and is £17.25.

A & V

1/72nd

A&V has at last issued their Tachikawa Ki-45c kit. This resin model (#078) also includes decals and costs £20.70.

RVHP

1/72nd

Although they are better known for their conversions, this manufacturer has just released a resin kit of the Gotha GL.VII (#7272) for £29.95.

Toko

The company which developed the Toko brand of kits decided at the end of last year to pursue its commercial interests in other directions and has ceased productions of that range.

The skilled members of the team who carried out the actual origination and tooling development of the range have now set up their own company and Pocketbond will continue to be their distributor for the UK and Europe.

The Heinkel 111B planned by Toko will be one of the first releases of the new company probably late April/early May and at the same time there will also be four Fokker WW1 aircraft.

Please note that the new company name is 'Roden'.

Azur

1/72nd

The next limited-run injection moulded kit from Azur will be the North American NA57/BT-9 (#A009).

ICM

During the British Toy & Hobby Fair at Olympia recently ICM announced that they were moving all their UK distribution from Pocketbond to Amerang Ltd. This change takes immediate effect, and all companies wanting to obtain ICM products should now contact Amerang on 01903 765496.

1/72nd

New releases in this scale from ICM this year will include the Polikarpov I-16 Type 24 (#72071), Sukhoi Su-2 (#72081), TB3 and TB3 with parasite I-16s (#72091).

1/48th

The big news though is in this scale, where ICM have announced the Spitfire Mk VII/VIII (#48063) and Mk IX (#48061) as new tools, along with the Tupolev Tu-2 (#48151), Messerschmitt Bf 109F-1 (#48101), Bf 109F-4/B (#48104), Bf 109F-4 (#48103), Bf 109F-5/6 (#48105), Bf 109G-2, Bf 109K-4, RAF Pilot and Ground Personnel (#48081), Luftwaffe Pilots and Ground Personnel (#48091) and the Sukhoi Su-37 Berkut' (#48141). The latter item is listed as an 'exclusive' arrangement between ICM and Sukhoi, although we are already expecting a 1/144th scale kit from Revell® and a 1/72nd scale example from Italeri?

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P-51D MUSTANG

P-51D Mustang detail set

P-51D MUSTANG

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MODELWORKS



Resin Sets

- 1/32
CEC32007 GBU-10A/B 2000 lb Laser Guided Bombs (2) \$14.95
CEC32014 M117 750 (850) lb Bombs (4) \$14.95
CEC32024 F-4E Update Set: adds leading edge slats and airframe & cockpit upgrades for the later F-4Es. This conversion set updates the Cutting Edge conversion set CEC32023, F-4E Hard Wing Conversion. \$28.95
CEC32025 F-4S Slats Conversion for Tamiya F-4J includes USN-style inboard and outboard slats (yes, they are quite different from the USAF slats!) as well as resin replacement outer wings and inboard leading edges! \$19.95
CEC32028 German WW 2 Oxygen Tubing (flexible) with resin hose fittings \$8.95
CEC32031 Pw 190A-8 Super Detailed Cockpit for Hasegawa \$24.95
CEC32032 Pw 190D-9 Super Detailed Cockpit for Hasegawa \$24.95
CEC32037 AIM-9D/G/H Sidewinders (4). "Large tail" winder used on USN aircraft from 1964 through the '80s \$14.95
CEC32038 AIM-9L/M/S Sidewinders (4). "Large tail" winder used on USAF, USN, and foreign aircraft from 1976 through the present \$14.95
CEC32042 Revl C/12 Gunsight \$4.95
CEC32043 Revl 16 Gunsight \$4.95
CEC32044 GBU-8 HOBOS 2000 lb Vietnam-era smart bomb (2) \$16.95
1/48
CEC48040 AC-47 Gun Set with both types of guns/mounts and cargo compartment fittings! \$22.95
CEC48086 He 111Z "Zwilling" Conversion (requires two Monogram He 111 kits) \$49.95
CEC48087 Bf 109Z "Zwilling" Conversion (requires two Hobbycraft Bf 109G-2/3 kits) \$29.95
CEC48088 LC-130 Ski Conversion Set for Testors/Italeri C-130 \$19.95
CEC48094 F-100C conversion for Monogram! Complete new wings, slats, fin, choice of rudders, speed brake insert, bomb pylon sway braces, etc. \$23.95
CEC48109 F6F Corrected Cowl for Hasegawa. Corrects the horribly mishapen cowl in the Hasegawa kits, and includes oil cooler/carb intakes detail! \$11.95
CEC48110 US Ribbed Oxygen Hose (flexible) - back in production! \$7.95
CEC48111 German WW 2 Oxygen Tubing (flexible) with resin hose fittings \$7.95
CEC48169 MIG-3 Super Detailed Cockpit for ICM \$12.95
CEC48177 F-80 Shooting Star Super Detailed Cockpit \$14.95
CEC48191 Soviet WW II PBP-1 Gunsight for all WW II Soviet Fighters \$3.95
CEC48192 Soviet Armored Pilot Seat with belts for many WW II aircraft \$4.95
CEC48193 Ju 87 Cast Brass Open Landing Gear Struts & Separate Resin-Spats Parts—stunning! \$17.95

- CEC48196 F-86A conversion set (contains complete new rear fuselage halves, horizontal stabilizers, clear cast "V" shaped windscreen, new leading edges with dropped slats, etc. \$34.95
CEC48197 F-86E (early) conversion set (contains clear cast "V" shaped windscreen and new leading edges with dropped slats \$22.95
CEC48198 F-86E (late) Conversion Set contains new leading edges with dropped slats \$17.95

- 1/72
CEC72003 LC-130 Ski Conversion Set for any C-130 kit \$12.95

Decals

- 1/48
CED48010 OV-10s: OV-10A 67-14649 "Lois Little I" 20 TASS/366 TFW; OV-10A Bu No 55503 VAL-4 "Black Ponies", USN; OV-10C 411 Squadron/41 Wing, Thai Air Force; OV-10A 16th Attack Sq, Philippine Air Force; OV-10D Bu No 55468 VMO-2, USMC, Desert Storm \$7.95
CED48025 F-117s #1: 789/Sharkmouth special scheme; 780/Scorpion 1 (Groom Lake); 818/The Overachiever; 826/Nachtfalke; 803/Unexpected Guest; 833/Black Devil; 836/Christine; 817/Shaba \$7.95
CED48119 F4U Nose Art #1: F4U-1A VMF-422/Stout Vargas girl art; F4U-1A VMF-217, kneeling nude; F4U-1 birdcage VMF213/Garrison, eagle on nose; FG-1A VMF-114 standing nude; ALL taken from photos! \$7.95
CED48120 F4F Wildcat #1: Four killer schemes from the Marine contingent on Guadalcanal—produced from photos from the collections of the pilots involved! Lt Jim Swett, VMF-221; Capt Marion Carl, VMF-223 (displaying 19 kills); "Indian Head" from unknown Marine unit; Capt Joe Foss, VMF-121. \$7.95
CED48122 Mossies #1: Four Mosquito NF.IIs from 418 Sq, RCAF: "Moorbeam McSwine," F/L James Luma, THoU; "Cousin Jake," F/L Charles Scherl, THoF; "Black Rufe," S/L Robert Kipp, THoM; "City of Edmonton," THoJ. Artwork from closeup photos! \$7.95
CED48125 Pw 190s #6: A-6 Sturmstaffel 1, White 5; F-8, SG 2, Green Double Chevron; D-9 SG 2, Hans-Ulrich Rudel; A-7, SS 1, White 14 \$7.95
CED48128 F-100C #1: Extremely colorful jet of Col George Lavin, 479 TFW (1 1/2 sheets) [see CEC48094 conversion] \$8.95
1/72
CED72118 F-117 "US Flag" Presentation Scheme for the new Hasegawa kit SPECIAL, UNITED RUN set containing accurate markings (from photos!) for the special markings and a sheet of BlackMagic™ masks for the stripes! This jet carried these markings for a short time in both the gray and black schemes (with different topside markings on each); decals for both are included. Now you can accurately model the most famous "Black Jet" ever! \$9.95

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New Kit Listing — 2000

The following listing shows all the kits that we have been advised will be (or are planned to be) released in 2000. All subjects are arranged alphabetically (unless the kit number is known), and do not reflect the sequence in which they will be released. Although some release dates are known, these have not been included, as they often prove to be inaccurate.

AA

- 1/48th (RM)
- Chengdu F-7II *
- Chengdu F-7E *
- Chengdu F-7E/MG *
- Shenyang F-6II *
- Shenyang F-6IIA *
- Nanchang A-5C Fantom *
- Shenyang FH-7 *
- Shenyang FBC-1PH-7 *

ABC Modelcraft

- 1/200th (RM)
- Boeing 737-500 *
- Tupolev Tu-154 *
- 1/72nd (RM)
- PZL-130 Orlik *
- RND 13/13bis *

Academy

- 1/144th (RM)
- 4438 Sukhoi Su-22 **†
- 4439 Sukhoi Su-26 Frogfoot **†
- 4440 MiG-23 Frogfoot **†
- 4441 MiG-29 Fulcrum **†
- 1/100th (RM)
- 1631 Grumman F-14A Tomcat
- 1635 F-15A Eagle
- 1/72nd (RM)
- 1603 Boeing B-377 Stratocruiser *
- 1604 Boeing C-97A Stratofreighter *
- 1605 Boeing KC-97G Tanker *
- 1642 SR-71 Blackbird *
- 1666 B-17C Flying Fortress *
- 1670 Messerschmitt Me 163B-1a *
- 1671 Curtiss P-40E Warhawk *
- 1672 Cessna A-37B 'Black Eagles' *
- Republic F-84E Thunderjet *
- 1/48th (RM)
- 1644 Hughes 5000 'TOW' *

Key for Pictures

- AA — AA
- ACA — Academy
- ACC — Accurate Miniatures
- AIR — Airfix
- AML — AML
- CLA — Classic Airframes
- CZE — Czech Masters
- DRA — Dragon
- EDU — Eduard
- ESC — Esci
- HAS — Hasegawa
- HEL — Heller
- HUM — Huma
- KEN — Kendall Model Company (KMC)
- KOR — Kora
- LEG — Legato
- LFM — LF Models
- MAC — Mac Distribution
- RVH — RVHP
- SPE — Special Hobby
- SWD — Sword

- 2118 Lockheed F-117A *
- 2146 Messerschmitt Bf 109G-6 *
- 2178 Messerschmitt Bf 109E **†
- 2180 Seversky P-35A **†
- 2179 Boeing P-26A Peashooter **†
- 2181 Curtiss P-36A **†
- F4U-1D Corsair *
- Messerschmitt Bf 109D **†
- 1/32nd
- F/A-18 Hornet *
- †Note — Items marked **† are ex-Hobbycraft

Accurate Miniatures

- 1/72nd (RM)
- 7201 Ilyushin Il-2 **
- 7202 Ilyushin Il-2 on skis **
- 7203 Ilyushin Il-2m3 **
- 1/48th (RM)
- 3430 N.A. B-25B Mitchell *
- 3431 N.A. B-25C Mitchell *
- 3432 N.A. B-25G Mitchell *

AeroVac

- 1/72nd (VF)
- 72760 Morane Saulnier MS.760 Paris *
- 7203 Breguet Br.521 Bizerte flying boat *
- 7204 Farman F.221 *
- 7205 Farman F.222-1 *
- 7206 Farman F.222-2 *
- 7207 Latécoere 521 *
- 7208 Latécoere 522 *
- 7209 Latécoere 523 *

Airfix

- 1/144th (RM)
- 00105 SAAB Viggen *
- 00106 F-104 Starfighter *
- 03178 BAC 1-11 *
- 1/72nd (RM)
- 00033 Hawker P.1127 *
- 00060 Piper Cherokee Arrow *
- 00061 SA Bulldog *
- 02051 Henschel Hs 123A-1 *
- 02048 Messerschmitt Bf 109E *
- 03030 Junkers Ju 87B *
- 10999 Battle of Britain Memorial Flight *
- 01747 RAF Personnel *
- 01758 NATO Ground Crew *
- 94025 F-16A/B Fighting Falcon *
- 94036 Eurofighter Typhoon *
- 94039 Blue Harrier GR.7 *
- 95025 F-117A Stealth *
- 05108 Grumman F6F-3 Helicat **†
- 05109 Kittyhawk Mk Ia **†
- 05107 Spitfire Mk VIII **†
- 1/24th Scale
- 18003 Harrier GR.3/AV-8A/AV-8S +
- †Note — Items marked **† are ex-Airfix kits

AJP Maquettes

- 1/48th (EB/RM)
- Bristol Beagle *
- PL-8 Oiseau Blanc *
- Potter XV Corsaire Noire *
- Vosin LAS *

Alliance

- 1/72nd (R)
- 72011 Dornier Do 212V1 **†
- 72012 Henschel Hs P75 **†
- 72013 Nanchang F5 Shenyang **†

- 72014 Arado Ar 65 *
- 1/48th (R)
- 4801 Avakik 30.40 *
- 4802 WNF D.1 85.04 *
- †Note — Items marked **† are ex-Czech Master

AML

- 1/72nd (RM/VF)
- Flak G.50 Serie IMV *

A-Model

- 1/72nd (RM)
- 7232 Waqia *
- 7234 Mi Mi-1M *
- 7219 I-207 *
- 7230 Yak-16 'Korea' *
- 7233 Yak-130 *
- 7235 Yak-4 *
- 7237 Ka-26 *
- 7239 MiG-AT *
- 7240 Ka-26 *
- 7242 Ka-15 *
- 7243 MiG-9L *
- 7246 IS-1 *
- 7247 Yak-18U *

Artur

- 1/48th (RM/VF)
- Macchi M.5 *
- Arro L-159 *
- Arro L-39 Albatros *
- Miles Magister *

Astromodel

- 1/48th (RM/R)
- Breda NH500E **†
- †Note — Ex-Fujimi kit with resin parts

AAV Resin

- 1/72nd (R)
- Aichi F1A1 *
- Armstrong-Whitworth AW.52 *
- Handley-Page HP.75 Marc *
- Lippisch P.01-117 *
- Miles M.52 *
- Miles M.38B Lufelula *
- Mitsubishi Ki-57 *
- Tachikawa Ki-54b *
- Tachikawa Ki-54c *
- Tachikawa Ki-74 *
- Tsolin NM-1 *
- Yak-50 *

Aviation UK

- 1/72nd (RM/VF)
- Dornier Do 22 *
- Vickers Valiant **†

Azur

- 1/72nd (RM/VF)
- A009 NA-57/81-9 *
- A012 Potez 452 *

BattleBox (See JMG)

Becher Bits

- 1/48th (R)
- Westland Lynx *

Blue Max

- 1/48th (RM/VF)

- 112 Sopwith Dolphin *
- 113 Sopwith Snipe *
- 115 Bristol M1C Monoplane *
- 116 Phoenix D.1 *
- 117 L.F.G. Roland C.Vb *
- 118 Supermarine F.14 Spirit *

Ciro

- 1/72nd (RM)
- 7203 Mi Mi-8 'Hip 3' **†
- †Note — **† includes KP Mi-8 kit

Classic Airframes

- 1/48th (RM/VF)
- 419 Reggiane Re 2000 *
- 420 Reggiane Re 2001 *
- 425 Breguet 693 *
- 429 Fairly Battle Trainer *
- 430 Fairly Battle Trainer II *
- 431 Curtiss F11C-2 (Hawk II) *
- 432 Curtiss BFC-2 *
- 433 Curtiss BF2C-1/Hawk III *
- 434 Curtiss Hawk III *
- 435 Bristol Blenheim Mk. I *
- 436 Bristol Blenheim Mk. IV *
- 437 Bristol Blenheim Mk. V *
- 438 Mitsubishi A5M4-K Claude *

Classic Resin Airframes

- 1/48th
- 4807 Arado Ar-95 (Cancelled)

Combat Models

- 1/72nd (VF)
- C-133 Carpentier *
- Convair 240C-29 *
- Junkers Ju 80 *
- Junkers Ju 290 *
- Junkers Ju 252 *
- Junkers Ju 390 *
- 1/48th (VF)
- Grumman Guardian *
- Kawanishi H6K5 'Mavis' *
- HU-168 Albatross *
- Dornier Do 24 *
- P2V Neptune *
- 1/32nd (VF)
- Republic P-47N *
- Hankel He 177 *
- Douglas A-1 Skyraider *

Condor

- 1/72nd (RM)
- 7205 Focke-Wulf Fw 189A-2 **†
- 7210 Vought SB2U Vindicator **†
- 7211 Northrop A-17D-7 **†

Craftworks

- 1/32nd (RM/VF)
- Hankel He 162A-2 **†
- Lavochkin La-5/La-5PR **†
- Messerschmitt Bf 109K **†
- Mitsubishi A5M 'Claude' **†
- N.A. AT-6 Texan **†

Crestline Chancel

- 1/144th (RM)
- Bertha *
- LeD 45 *
- N.A. B-25C/DJ *
- Republic RF-84F Thunderflash *





Czech Master
• 1/72nd (R/VF)
1107 Vought TBV-1/TBV-2 Seawolf •

Czech Omega
• 1/72nd
7224 Letov S-116 1929 •
7232 Polikarpov CKB-19 (I-17) •
7093 Jak-7 1942 (M-82 engine) •
7094 Jak-3 1945 (AS-82 engine) •
7236 Rogozarski R-100 1937 •
7238 Spad A-2 1917 2-seater •
7239 Farman MF-11 1915 2-seater •
7240 Farman MF-11 1915 with floats •

Dezno
• 1/72nd (R/VF)
0700 T-6 Texan/Harvard update •
R200 Gee Bee R-1 Racer •

Dragon
• 1/72nd (RM)
2501 Mi-26 Havoc •
2503 Sukhoi Su-24 Fencer C •
2517 Sukhoi Su-37 Super Fencer •
2518 Sukhoi Su-35 •
5001 Heinkel He 162A-2 •
• 1/48th
5510 Mele (Fw 190A & Ju 88) •
5526 Ju 88A-17 Torpedo bomber •

Dajin
• 1/72nd
72009 Potez 390 A2 •
72069 Breguet 939 •
72090 Gloster E-34 •

Dynavector
• 1/48th (VF/WMR)
Breguet A2 •
BAC TSR.2 •
Fairey Gannet AEW •
Grumman Tracker S2F •

Eduard M.A.
• 1/148th (RM)
Junkers Ju 523m •
• 1/72nd (RM)
Aero L-392A Albatros •
Aero L-159 Alca •
7218 Albatross D.V •
7220 Albatross D.V 'ProfiPack' •
Fokker Dr.I 'ProfiPack' •
Fokker Dr.I Triplane •
Fokker Dr.I Striptown •
Kawasaki Ki-61-I Kai •
• 1/48th (RM & IM/EB/VF)
Albatros D.III (Late) •
Albatros D.III (Early) 'ProfiPack' •
Bell P-39C Airacobra 'ProfiPack' •
Bell P-39P Airacobra 'ProfiPack' •
Messerschmitt Bf 108 •
Messerschmitt Bf 108 'ProfiPack' •
Miles Magister •
Nieuport N.11 Bebe 'ProfiPack' •
Nieuport N.21 'ProfiPack' •
4645 Potez D.III 'ProfiPack' •
4646 Potez D.III (Early) •
RAF SE.5A •
4640 Roland C.II 2-seater •
4642 Roland C.II (last version) •
4641 Roland C.II 'ProfiPack' •
Sopwith Camel Night Fighter 'ProfiPack' •
Sopwith F.1 Camel •

Excel
• 1/48th
4086 F-4E Phantom II •
4087 Mirage IIC •
• 1/72nd
9009 JH-10 Huey Hog •
9055 F-14A Tomcat •
9058 MiG-29 Fulcrum •

9059 Hughes AH-64 Apache •
9062 Mirage F.1CR •
9069 MiG-24 Hind D •
9073 Kamov Ka-52 Hokum •
9501 F-117 Stealth •

Falcon
• 1/48th (RM/WM/VF)
605 Supermarine Spitfire •

Fine Models
• 1/72nd (RM)
02 Curtiss R3C-0 •
• 1/48th (RM)
Nakajima Ki-43-II 'Early Type' •

Fondor Miniature
• 1/48th (RM/R)
6002 Bloch MB.152 •
Bloch MB.155 •
Breguet 693A/B •
Dewoitine D.510 'French' •
Dewoitine D.510 'Export' •

Frog
• See Trumpeter •

Fujimi
• 1/72nd (RM)
72076 F-16A Hornet •
72079 E-2C Hawkeye •
S2 Sikorsky HO-4S3C •
S4 Sikorsky HO-4S3G •
S4 Sikorsky MH-53J •

Fusion Models
• 1/48th (R)
Bugatti 100P Raceplane •
Harriot HD 780-0520 Fireplane •

Gavia
• 1/48th (RM)
4601 Polikarpov Po-2 •
Westland Lysander •

Hasegawa
• 1/200th
Boeing 747-200 Japan Asia Airways •
11027 E-767 AWACS JASDF •
10508 VC-25A Air Force One •
10509 DC-10-30 'KLM/Northwest' •
10510 Trident 'RAF' •
10511 Kawasaki EC-1 'Electric Warfare' •
10513 Boeing 777-200 American Airlines •
10514 YS-11 'Southwest Air Lines' •
U25 ANA Boeing 777-300 Special •
U32 Boeing 777-300 ANA •
U35 Boeing 747-400 China Airlines •
U36 Boeing 767-200 Japan Transocean Airlines •
• 1/72nd
00041 Bristol Beaufighter TT10 •
00044 Lockheed EP-3 Orion •
00046 S2F-U Tracker 'Target Tow Drone' •
00049 Messerschmitt Me 262V-10 with flying bomb •
00050 DH Mosquito NF Mk II •
00051 Kawasaki Ki-45 Kai '4th Flight Reg. Kantentai' •
00052 Mitsubishi F-1 10th Squadron 40th Anniversary •
00053 EA-6B 'Wings 99 Attack VAC-136' •
00054 Kawasaki T-4 '1st Air Wing '90 Hamamatsu Special' •
00055 Grumman ES-3A 'CAG of Sea Shadows' •
00056 RF-4B 'VMFP-3 Black Specter' •
00057 Fuji T-3 '12FW 1989 Hoko Special' •
00058 F-104S 'NATO 40th Anniversary' •
00060 P-3C Orion 'VP-47 Golden Swansmen' •
00061 T-33A Shooting Star 'Old Fashion' •
00062 Su-27 'Ukrainian Air Force' •
00063 MiG-24D 'Czech AF Aerobatic Team' •
00142 A-37A/B Dragonfly •
00431 SH-60B Seahawk •
00433 UH-60A Blackhawk •

00435 F-15D/DJ Eagle •
00436 AH-64 Apache •
00437 HH-60D Night Hawk •
00444 F-16B •
00445 F-16D •
00446 F-104J/CF-104 •
00447 F-104S •
00531 F-117A Stealth •
00532 F-14A Tomcat 'Lo-Vis' •
00533 F-14A Tomcat 'Hi-Vis' •
00535 AH-1S Cobra •
00536 AH-64 Longbow Apache •
00537 S-3A Viking •
00538 EA-6B Prover 'Hi-Vis' •
00539 A-10A Thunderbolt •
00540 F-15E Strike Eagle •
00541 MiG-29 Fulcrum •
CP5 Mitsubishi Ki-45-II Dosh •
DC62 Messerschmitt Me 262V056 •
K016 SR-71A Blackbird •
51219 Mitsubishi Ki-67 Type 4 Hiryu •
• 1/48th
09324 Bf 109G-6 'Graf' •
09325 Nakajima B5N1 'Tenzan Type 11 'Mamoru Engine' •
09326 Messerschmitt Bf 109T •
09327 F4U-4 'VF-115 Eagles' •
09328 QF-4N Phantom Drone •
09330 Bf 109K-4 '2653' •
09331 Phantom FG Mk 1 'No. 111 Sqn' •
09332 F-16A 'NATO 50th Anniversary' •
09333 F4U-4 'Navy Reserve' •
09334 Nakajima Ki-84-II '47th Flight Regiment' •
JT173 Kawasaki N1K2-J 'George' •
JT174 Hawker Hurricane Mk IIC •
JT175 Grumman F6F-5K •
JT177 Kyushu J7W1 •
JT178 Lockheed P-38J •
JT179 Ju 87D-8 Stuka 'Night Attacker' •
JT180 Mitsubishi A6M3 •
P19 F-14A Tomcat (Atlantic) •
PT17 Kawasaki T-4 JASDF •
PT19 Lockheed F-104C •
PT18 Lockheed F-104J •
PT120 F-14A 'VF-154' •
PT121 F-15J '303TFS' •
V10 F-16C (Block 50) Fighting Falcon •
X48-8 US Missiles, Bombs & Launcher Set •
• 1/32nd
00006 Boeing P-26A Peashooter •
08114 A-4E/F Skyhawk 'Top Gun' •
08115 P-51D 'Glamorous Glen II' •
08116 Bf 109F 'Major H. Wick' •
08117 F-5E 'Patrouille Suisse' •
08118 Spitfire Mk VB 'L.R. Glad' •
08119 F6F-3/5 Helicat 'Pacific Aces' •

Heller
• 1/48th (RM)
Airbus A320 •
• 1/144th (RM)
Mirage 2000-SF •
Dassault Rafale M •
• 1/72nd (RM)
Lockheed L-749 'PAW' •
Lockheed C-121A 'Berlin Airlift' •
E-2C Hawkeye •
Nord 2501 Noratlas •
Dassault Rafale M •
• 1/48th (RM)

Key
• = Re-issue (with/without new decals)
+ = Revised or Converted Tooling
= New Tooling
/ = Revised or Special Packaging of Existing Kits (inc Gift Packs)
* = Item Carried Forward from Last Year
† = Note

Manufacturer & Distributors
If you don't see your firm's releases listed here, please Email (asmr@globalnet.co.uk) or fax (44 (0) 1234 261251) a list across to us and we will include it in an update to this list in a future edition.

F-15 Eagle •
Mirage IIC/B •
Bell OH-58 Kiowa •
†Note - Item marked *† is ex-Italian

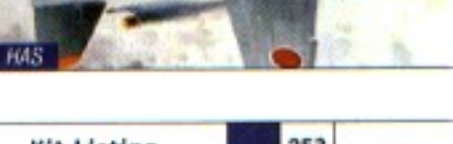
High Planes Models
• 1/72nd (RM/WM/VF)
7230 Bristol Beaufort Mk II with P&W engines •
7231 Mirage IIC (French) •
7233 Sea Fury FB.11 (RAF, RCAF & RN) •
7236 De Havilland Sea Vixen FAW.1/2 •
7239 Martin RB-57D Canberra •
7244 Boston Strathair (RAAF/USAAF) •
7245 Avon Sabre fuselage (cont) •
7255 Learstar 'Miss Ashley II' •
7257 Griffon Mustang 'World Jet' •
7259 Yak-11 racer 'Perestroika/Czech Mate' •
7213 Bearcat racer 'Smokey' •
7214 Bearcat Racer 'Rane Bear' •
Bearcat Racer 'Conquest 1' •
Bearcat Racer 'American Jet' •
P-51 Mustang Racer 'Red Baron' •
Yak-11 Racer 'Mr Awesome (early version)' •

• 1/48th (RM/WM/VF)
4801 Griffon Mustang 'World Jet' •
4802 Nemesis Formula 1 racer •
4803 XP-51 'Miss Ashley II' •
4804 RB-51 'Red Baron' •
Bearcat Racer 'Conquest 1' •
Bearcat Racer 'American Jet' •
Bearcat Racer 'Smokey' •

Hi-Tech (Jordan Models)
• 1/48th (RM/EB/VF)
Dassault Mystere IV •
Hansa Brandenburg W.12 •
L.F.G. Roland D.II •
Vantour IIN •
Vantour IIB •

Historic Plastic Models (HIPM)
• 1/48th (RM/EB)
4806 Petykov Po-2 Model 44 •

Hebbycraft
• 1/144th (RM)
1251 B-47E Stratojet 'USAF' •
1252 RB-47H 'Watchdog' •
1271 Boeing B-36B Peacemaker •
1272 Boeing B-36D Peacemaker •
RB-36H Peacemaker •
• 1/72nd (RM)
1275 Boeing GRB-36 & RB-84K 'Ficon' •
1329 F-89H Scorpion •
1345 DA5H-8 'Air Ontario' •
1355 C-45F transport •
2303 CH-113 Labrador •
2304 Piascodd H-21 'US Army' •
• 1/48th (RM)
1421 F8F-2 Panther •
1422 F8F-6 Cougar (early) •
1423 F8F-6 Cougar (late) •
1425 CT-141 Tutor (military) •
1426 CT-141 'Snowbirds' Tutor •
1431 F2G Super Corsair 'U.S. Navy' •
1432 F2G Super Corsair Racer •
1433 A-4B Skyhawk Argentina •
1434 A-4C Skyhawk Vietnam •
1435 A-4E/F Skyhawk Aggressor •
1436 Israeli Skyhawk •





1438 Bell P-59A Alacomet +
1439 Bell P-59B Alacomet +
1453 Hawker Hurricane Mk IIC Night Fighter +
1455 J-3 Cub +
1516 Messerschmitt Bf-109C +
1536 Polikarpov I-16 Type 17 +
1658 CF-105 Arrow +
1674 DHC Beaver with floats +
1675 DHC Beaver 'Vietnam' +
1/32nd (RM)
1686 Neuport 17C +
1687 Spad XII 'aces' +
1688 Spad XII +

HR Models
+ 1/72nd (RM)
7226 RAF Be.12b +
7241 Avia Bz.11 +
7243 Gloster Gauntlet 'Finnish' +
7244 Avia Bz.11 +
7249 Polikarpov I-16 Type 4 +
7250 RAF Be. 2c +
7252 Farman M.F.11 +
7253 Handley H.D.1 +
7254 Handley H.D.2 floatplane +
7255 Neuport 17bis 'R.F.C.' +
7256 Neuport 17bis 'Kungesser' +
7257 Neuport 23 +
7259 Neuport 12 +
7260 Neuport 12bis 'R.F.C.' +

Huma
+ 1/72nd (RM)
6001 Junkers Ju 288C +

ICM
+ 1/72nd (RM)
72061 Yak-7 +
72071 Polikarpov I-16 Type 24 +
72081 Sukhoi Su-2 +
72091 Zveno-SPB (TB3 + 2x-16) +
+ 1/48th (RM)
48013 Yak-90D +
48041 Yak-701/Yak-9 early +
48071 Sukhoi Su-16 +
48081 V.S. Spitfire Mk IX +
48083 V.S. Spitfire Mk VII +
48081 RAF Pilots & Ground Personnel +
48081 Luftwaffe Pilots & Ground Personnel +
48101 Messerschmitt Bf 109F-1 +
48103 Messerschmitt Bf 109F-4 +
48104 Messerschmitt Bf 109F-4/B +
48105 Messerschmitt Bf 109F-5/B +
48141 Sukhoi Su-37 'Berkut' +
48??? Messerschmitt Bf 109G-2 +
48??? Messerschmitt Bf 109G-4 +

InTech
+ 1/72nd (RM)
PZL W-3 Sokol +
PZL W-3R Anasconda +

Italeri spa
+ 1/72nd (RM)
1203 H-21 Gunship +
1206 H-19 B/S-55 Chicksaw +
1201 AB-204B +
1210 HH-60H Seahawk +

Key for Pictures

ICM - ICM
HOB - Hobbycraft
MPM - MPM
REV - Revell
MON - Revell Monogram
RSM - RS Models
RVR - RV Resin
TAM - Tamiya Inc
TOK - Toko
TRU - Trumpeter/Frog

006 JAS 39A Gripen +
1202 F-14B Tomcat +
1208 Boeing JSF X-32 +
1209 Lockheed JSF X-35 +
1207 F-22 Raptor +
1204 F-16A/B 'NATO Falcon' +
1211 BAE Hawk 100 +
1212 Sukhoi S-37 Berkut +
1205 Messerschmitt Bf 110D-3 +
112 CANT Z.501 +
117 Junkers Ju 188A-1/E-1 +
167 AC-47 Gunship +
122 Comier Co 24T +
+ 1/48th (RM)
862 EF-2000 Typhoon 2-seat +
864 U-2R Senior Spies +
865 F-15E Strike Eagle +
866 AC-130U Spectre Gunship +
863 WAH-64D Longbow Apache +
+ 1/32nd (RM)
381 AH-1W Super Cobra +†
F-19 Stealth +†
F-117 Stealth +†
†Note - 381 = Ex-MRC
F-19 & F-117 = Ex-Testers

JMGT/Battleaxe (Secrets)
+ 1/48th (R/E/S/V/F)
4804 Bloch 174 +

Kanham
+ 1/100th (RM)
AH-60 Night Hawk +
AH-64 Apache +
MH-60 Black Hawk +
+ 1/72nd (RM)
A-4E/F Skyhawk +
A-6E Intruder +
F-6E Crusader +
MIG-29 Fulcrum +
N.A. RA-6C Vigilante +
Sukhoi Su-25 Frogfoot +
Sukhoi Su-27 Flanker +
Yak-38 +
+ 1/48th (RM)
F/A-18 Hornet +
MIG-31 +
+ 1/32nd (RM)
F-16A +
Northrop F-5E +
†Note - All of these kits are ex-Ace.

Kendall Model Company (KMC)
+ 1/72nd (RM/R)
7201 Boeing B727-200 'American Airlines' +

Kora
+ 1/72nd (R/E/S/V/F)
(Sarpis) Fokker D.XXI +
D.XXI (retractable undercarriage) +
7210 Macchi MC.200 Saetta 1st series +
7224 Jacht 71 seaplane glider +

Koster Aero Enterprises
+ 1/48th (R/E/S/V/F)
Focke Wulf Fw 200 Condor +
Martin Maryland +

Legato
+ 1/72nd (R)
00272 Bo-106CBS Eurocopter +
00572 PZL W-3A Sokol +
00472 Aero L-159 +
+ 1/48th (RM)
00148 Awa BH-3 +

LF Models
+ 1/72nd (R/E/S/V/F)
Curtiss P-40E 'Kilmov' Mk105 +
Fw 305 +
Junkers Ju 88B-0 +
Lavov J.337 +†
Lavov J.328F +†

Messerschmitt Bf 110B-1 +
Messerschmitt Bf 110A-0 +
Sukhoi Su-17R +
SKFB Ta 309 +
+ 1/48th (R/E/S/V/F)
Cierva C8L-II +
Fiat G.56 +
Messerschmitt Bf 109X +
Messerschmitt Bf 109V-21 +
Yak-25/27 +
†Note - These items marked +† include injection moulded plastic parts

Mac Distribution
+ 1/72nd (RM)
Fokker EIV +
7231 Platz D.II +
7232 Platz D.III +

Minicraft
+ 1/144th (RM)
13010 Boeing 737-300 +
14450 Boeing 707-320 +
14452 McDonnell MD-80 (TWA) +
14453 Boeing 747-300 (KLM) +
14454 Boeing 707-300 (TWA) +
14455 Boeing 707-430 (Lufthansa) +
14456 Boeing 747-400 (Northwest) +
14457 USAF Air Force One +
14458 Douglas DC-3 (Western) +
14459 Douglas DC-6B (Mandarin) +
14460 Lockheed L-1049G (Air India) +
14461 Lockheed L-188 (National) +
14462 Boeing 737-300 (Air Lingus) +
14463 Boeing 757-200 (AA Retrograde) +
14464 Boeing 737-400 (Cayman Air) +
14465 Boeing 727-200 (Northwest) +
14466 Boeing B-377 (Overseas) +
Boeing 707-320B (Pan Am) +
14467 Boeing 757-200 (P&W) (Northwest) +
+ 1/72nd (RM)
11613 PV-1 Ventura anti-submarine +
11615 PV-1 Ventura Gunship +
11618 PB4Y-1 Liberator +
11619 RAF Ventura II +
13011 B-29A Superfortress #
13008 F-16A Hornet #
+ 1/48th (RM)
11620 Vought A-1 Corsair +
11622 MH-60G Blackhawk +
11625 P-51 Lightning +†
11627 Lockheed F-5E +†
11628 Grumman XF6F-1 (Long-nose) +
†Note - Items marked +† may originate from Academy-Minicraft tools.

Mirage Hobby
+ 1/72nd (RM)
AH-64A +
AH-64B 'FDR Bosnia' +
AH-64D 'Netherlands' +
W4H-64 'British Army' +
PZL W-3 Sokol +
PZL Huzar +
+ 1/48th (RM)
PZL P7a +
PZL P-11a +
PZL P-23 Karas +

MisterKit
+ 1/72nd (RM)
Westland Wyvern +

Modelcraft
+ 1/144th (RM)
Boeing 747-100 'Outway' +
+ 1/72nd (RM)
DHC Otter (wheels, a/c & floats) +

MPM
+ 1/72nd (R/E/S/V/F)
72077 Grumman F3F +
72079 Handley Hc 50 +
72085 Polikarpov Pe-2 series 359 +

72085 Spitfire PR Mk XI +
72087 Vought SB2U Vindicator +
72120 Kawasaki Ki-64 'Bob' +
72130 Fairey Swordfish Mk III +@
72131 Ryan XF2R-1 Dark +
72132 Messerschmitt Bf 109T +
Mitsubishi Ki-83 +
+ 1/48th (RM/R/E/S/V/F) Aero L-39 Albatross +
48041 Polikarpov Pe-2FT +
Polikarpov Pe-3 +
Polikarpov Pe-2/1941 +
Polikarpov Pe-2UT +
+ 1/16th (R/E/S/V/F) Aero L-39 Albatross
02 P-61D Mustang
03 Curtiss C-46 Commando
08 Messerschmitt Bf-109G6
09 Handley Hc-102A-2
†Note - @ is an updated Frog kit

MTS Models
+ 1/48th (R/E/S/V/F)
4802 Messerschmitt Me 155B +

Ocidental
1/48th (RM)
Fiat G.91R-1 +
Fiat G.91Y +
Lockheed Harpoon +
Spitfire LF Mk XVb +

Oreaga
+ 1/72nd (R)
Curtiss Model F 1913 +
Farman Aerie 1913 +
Farman HF-23 'Swedish' +
Fokker D.VII (Belgium 2-Seat) +
Fokker D.VII (Czech Single Seat) +
Fokker M.B. +
Huysholt I-1 +
Lavov S-231 Prototype +
Polikarpov I-165 Prototype +
Sukhoi Su-16 (2-seat) +
Sukhoi Su-16 (with floats) +
Spad A-4 +
Spad G-1 'Russian' +

Ozmod
+ 1/144th (R/W/M)
BAC Canberra B.10B, 10'S-57 +
C-141 Starliner +†
C-17 Globemaster II +†
†Note - These marked +† include injection moulded plastic parts.

Panther Productions
+ 1/32nd (R/W/M)
Douglas A-1H Skyraider +
Douglas AD-4W/AEN 1 Skyraider +
Gloster Meteor F Mk 8 +

Pavia
+ 1/72nd (R/W/S/V/F)
72018 Grumman F7F-3H Tigercat +
72023 Miles M.38 Messenger +

Pegasus
+ 1/72nd (R/W/M)
2021 Spad XI +
4009 De Havilland DH.9 +
4011 RAF Be. 2c +
5007 Rockwell XFV-12 VTOL +

Planet Models
+ 1/72nd (R/W/F)
063 BMW Rugged I (V1) +
064 BMW Rugged I (V2) +
065 Endian E-4 German anti-aircraft rocket +
068 Romeo Rn.41 +
067 Lippisch P.11 +
068 Junkers Ju 287 V3 (4-1) +
071 Arado Ar 196 +
072 Vultee XP-54 'Swissco Goose' +
073 Junkers Ju 290 +
+ 1/48th (R/E/S/V/F)





057 Anado Ar 386 +
058 Anado Ar 95/VW +
059 Junkers Ju 388/KL +
060 Nakajima Ki-4 +
061 Curtiss SOC Seawolf (wheels) +
070 Heinkel He 45 +

Red Hurricane
+ 1/72nd (RM)
7203 Tupolev Tu-16 Badger +

Revell®
+ 1/200th (RM)
04825 Zepplin NT +
+ 1/148th (RM)
04000 Suhoi Su-37 Berkut +
04609 Elmrock A-50 Orion +
04247 Airbus A321 Swesair +
04240 Airbus A-320 'Gondor' +
04245 Boeing 737-800 'NLM' +
04455 NATO Helicopter NH 90 +
04459 CH-47D Chinook +
+ 1/72nd (RM)
04145 Mistel 5 (He 162/E.577a) +†
04324 Dornier Do 335A-1 +†
04616 Heinkel He 177A-5 +
04147 Fw 190F-8/R14 Torpedojäger +
04146 Me 262A-1a/J3 +
04152 Bf 109G & Spitfire Mk Vb +
04151 Fw 190A-8 & Hurricane Mk IIc +
04151 Me 262 & P-51B Mustang +
04619 Panavia Tornado GR Mk 1 +
04390 Panavia Tornado Spirit of
Boesche +
04617 Panavia Tornado ECR +
04611 SAAB JAS 39 Gripen +
04370 Fiat G.91R1793 +
04608 Boeing B-52D Stratofortress +
04615 F-4F Phantom +
04614 Grumman A-6E Intruder +
04322 F-14A Tomcat +
04618 F-22 Raptor +†
04612 F-16A 'NLU' +
04457 EC-135 ADAC +
04456 Agusta A-109 Military +
04461 Bell 412 KLU 'SAR' +
04460 Sikorski H-19 +†
+ 1/48th (RM)
04513 Bachem Ba 349A Natter & tower +†
04546 Messerschmitt Me 163B-1a +†
04548 Fw 190D-11 +†
04545 Lockheed F-117 Nighthawk +
04550 McDonnell F-15E Strike Eagle +
04556 Northrop F-5E Tiger II +
04560 Rockwell B-1B Lancer +
04551 Eurofighter Typhoon +
04549 Dassault Rafale B 2-seat +
04553 Bo-105 PAH 'Promiss' +
†Note - The 1/72nd & 1/48th scale items marked
+† are ex-Dragon
Kit 04548 is ex-Dragon, but has been converted
into a D-11.
Items marked +† are co-operative toolings between
Revell® & Tamiya.

Revell-Monogram
+ 1/72nd (RM)
0213 Ford Tri-Motor +
0220 Albatross SA-108 +
F-82 Twin Mustang +
+ 1/48th (RM)
0228 N.A. T-28 Trojan +
0135 Wright OCU-3 Grighster +
0207 Junkers Ju 57G-1 +
4164 Messerschmitt Bf 110G-2 +
5511 F-15E Strike Eagle +
5512 N.A. B-25J Mitchell +
5607 C-47 Skytrain +
5840 Republic F-105D +
5948 Junkers Ju-85A4 +†
5949 Focke Wulf Fw 190G-3 +†
7575 Douglas TBD-1 Devastator +
Dassault Rafale M +†
Messerschmitt Me 410B-2/J4 +

A-1H Skyraider +
Pro-Modeler
5854 Dornier Do-217E-5 +
F4U-1 Corsair +
5950 N.A. F-80D Sabrejet +
Hawker Hurricane Mk IID +
Messerschmitt Bf 109E-4/7 +
†ProFinish Series
Messerschmitt Me 262 +
Republic P-47D Thunderbolt +
P-51B Mustang +
1/32nd (RM)
Panavia Tornado GR Mk 1 +†
Phantom Mustang +
†Note - The ProFinish series is pre-painted
The 1/32nd scale Tornado is ex-Revell®, as is the
1/48th Rafale M, Ju 88A-4 & Fw 190G-3.
All items marked +† are in the Monogram-Classic
series.

BS Models
+ 1/72nd (RWB/VF)
72054 Dornier Do 217 +
72058 Focke Wulf Fw-189 Conversion +
72114 Fokker F-X Tri-motor +
72115 Avia B.155 +
72121 Curtiss Hawk 75A-7 (Dutch) +
72122 Bell XP-1 Arabis +
72124 Curtiss Hawk 75H (Thai) +
72125 Lockheed XP-38
(1st prototype) +
Anado Ar 65 +
Praga E-241 +
Messerschmitt Bf 108K +
Peggle R.2000G +
Skoda-Kauba V1 +
Skoda-Kauba V2 +

RugRatRus
+ 1/72nd (RWB/VF)
1001 Airspeed Courier +
1003 Hiller 12E +
3001 Bristol 142 'Britain First' +
3002 Airspeed Military Envoy +
5001 Westland Wessex bi-motor +
6002 DH.86 Hercules +
Vickers Viscount 700D
'Central Africa Airways' +

RVHP
+ 1/72nd (RWB/VF)
7201 Aero A-18 +
7225 Union S-10 +
7259 C.E.F.C II (Czech Air Force) +
7260 C.E.F.C II (Austrian Air Force) +
7267 Hansa Brandenburg S.1 +
7275 Aero A-18 on skis +
7276 Phoenix A flying boat +
7280 FB-19 (RAF) +
7281 FB-19 (Russian Air Force) +

RV Resin
+ 1/72nd (RWB/VF)
Focke Wulf Fw 190G-3 (V13, V15, V16) +
Focke Wulf Fw 190G-3 (V21) +
Focke Wulf Fw 190B (V27) +
Focke Wulf Tu 153 (V32/U1) +
Boikhorinov S' with sea +
Boikhorinov S' (tandem engine) +
H-2M-82 +†
Junkers Ju 88V5 +
FFG. Berlin B9 +
Kawasaki Ki-100-1 Ko (A) +
Kawasaki Ki-100-1 Osa +
Kawasaki Ki-100-1 +
Focke Wulf Fw 190D-14 +
Focke Wulf Fw 190D-15 +
†Note - The item marked +† is the SMER H-2 M
with a new resin fuselage & engine, vac-formed
canopy and decals

Sanger Engineering
+ 1/72nd (VF/AM)
7209 Fairchild Metro II +
7214 Antonov An-26 'Curt' +

7216 Beriev Be-12 'Tchuka' +
Antonov An-24 'Coke' +
Tupolev Tu-26 'Fodler' +
+ 1/48th (VF/AM)
4841 A.W. Whitley +
Airspeed Horsa +
Avo Lincoln +
Avo Manchester +
Avo Shackleton Mk I +
Avo Shackleton Mk II +
Avo Shackleton Mk III +
Lockheed Ventura +
Lockheed S-34
Leighton/PV-1 +
N.A. B-45 Tornado +
N.A. B-45 Tornado +
Short Sunderland +
Waco CG-13A +
Yokosuka P1Y1 Frances +

Seminar
+ 1/72nd (RM)
1172 B4a Hamlet GR.3

Siga
+ 1/72nd (RM/VF)
Martin AM-1 Mauler +
Tupolev Tu-4 'Bul' +
(Chinese ANAC)

Smiler
+ 1/48th (RM/VF/VF)
Grumman HU-16 Albatross +

Special Hobby
+ 1/72nd (RM/VF/VF)
7219 Lockheed Orion 9 +
Rethmar F.265 VI +
Junkers Ju 368 +
+ 1/48th (RM/VF/VF)
Junkers Ju 87A +

Sword
+ 1/72nd (RM/VF/VF)
Grumman FBF-1/2 Bearcat +

Tamiya Inc
+ 1/32nd (RM)
60307 McDonnell Douglas F-15J
J.A.S.D.E. +
60308 F-4J Phantom II 'Marines' +
+ 1/48th (RM)
61070 F4U-1A Corsair +
61071 Fairy Swordfish floatplane +
61073 Douglas A-1J Skyraider 'USAF' +
61074 Dornier Do 335A-1 +

'Toku' (Redon)
+ 1/72nd
Fokker E.V. +
Fokker F.VdC1 +
Fokker D.VII +
Gotha G.V. +
Heinkel He 111C/G +
Heinkel He 111A/B +
Heinkel He 111E/F +
Heinkel He 111J +
Ilyushin Il-10 +
Phib. D.II +
Phib. D.III +

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† = Note

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1234 261251) a list across to us and we will include it in an update to this list in a future edition.

+ 1/48th (RM)
Gloster Gladiator +
Gloster Sea Gladiator +
Trumpeter/Frog
+ 1/32nd (RM)
MG-15bis +
Shenyang F-5 (Chinese MIG-17) +
Shenyang FT-5 (Chinese two-seat MIG-17) +
Shenyang F-5A (Chinese MIG-17PF) +

Unicraft
+ 1/72nd (RM/VF)
Cheromsky BiCh-17 +
Junkers Ju 'STP' +
Kalinin K-15 +
Messerschmitt Me R1079 +
Sukhoi T-12 (Sh-90) +

Vacu Lion
+ 1/72nd (VF)
701 An-8 +
702 An-12 +

Warrior
+ 1/48th (RWB/VF)
Breda Ba 85K14 +
Fiat CR.20 +
PZL P-24 +

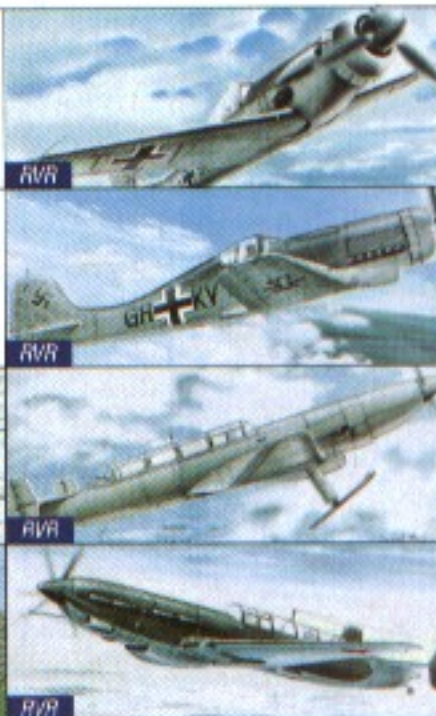
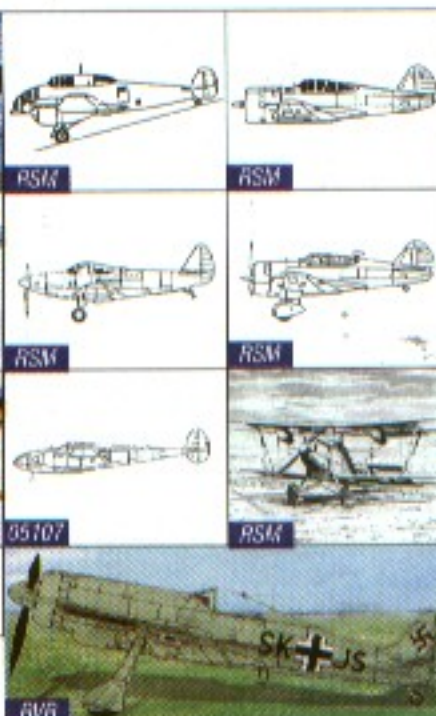
Welsh Models
+ 1/148th (VF)
Canadian DC-4M2 Argonaut 'BOAC' +
B-18 'Yardbird' +
Canadian Regional Jet +
Deux Ponts (Provence) Air France +
Dornier 328 Prop/Jet
Douglas DC-8-71 'United' +
EMB 145 ER 'American Eagle' +
+ 1/100th (VF)
BAe 146/200 (RJ85) 'Mare' +
EMB 145 ER 'American Eagle' +
+ 1/72nd (VF)
Jetstream 41 'Mare' +
Canadian Regional Jet +
Dornier 328 Prop/Jet
EMB 145 ER 'American Eagle' +

Wejor
+ 1/100th (RM)
MIG-21 +
SAAB J-35 Draken +
Trident 2 +
Tupolev Tu-20 +
+ 1/72nd
Tupolev Tu-2 +

WSW
+ 1/48th (RWB)
Fouga Magister +

Zaklad Produkcji Zabawek
+ 1/72nd (RM)
Yakovlev UT-2 +*
MIG-31 +*

RM = Injection Moulded Plastic (including
Limited-run)
R = Resin
ES = Etched Brass
GF = Glass Fibre
VF = Vac-formed Plastic
WM = White Metal (including Pewter)





MBR-2bis

Manufacturer: M-Asia
Scale: 1/72nd
Price: £12.95
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 70 (Grey), 18 (Clear)
Decal Options: 14
Obtain in UK via: Hannantsa



Northrop NF-5A Turkish Stars

Manufacturer: PM
Scale: 1/72nd
Price: £TBA
Panel Lines: Raised ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 27 (White), 1 (Clear)
Decal Options: 1
UK Importer: Pocketbond Ltd

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IAI Nesher

Manufacturer: PM
Scale: 1/72nd
Price: £TBA
Panel Lines: Raised ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 34 (Grey), 1 (Clear)
Decal Options: 2
UK Importer: Pocketbond Ltd



Airbus A300

Manufacturer: Heller
Scale: 1/487th
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 8 (Grey), 6 (White)
Decal Options: 1 (F-WZLR)
UK Distributor: Humbrol Ltd



Nord 2591 Noratlas

Manufacturer: Heller
Scale: 1/72nd
Price: £TBA
Panel Lines: Raised ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 74 (Grey), 27 (Clear)
Decal Options: 2 (Luftwaffe & Armée de l'Air)
UK Distributor: Humbrol Ltd



Lockheed F-117A Nighthawk

Manufacturer: Hasegawa
Scale: 1/72nd
Price: £9.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 35 (Black), 5 (Clear)
Decal Options: 2 (49th & 37th TFW)
UK Importer: Amerang Ltd



E-767 AWACS J.A.S.D.F.

Manufacturer: Hasegawa
Scale: 1/200th
Price: £13.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 42 (Grey), 2 (Clear)
Also Includes: 3-Part (Smoked) Clear Stand & Four Poly Caps
Decal Options: 1 (2nd Flt, 301st Sqn)
UK Importer: Amerang Ltd



Messerschmitt Me 262 V-10

Manufacturer: Hasegawa
Scale: 1/72nd
Price: £17.99
Panel Lines: Recessed ✓
Status: Upgraded Tooling ✓
Type: Injection Moulded Plastic, Resin, White Metal & Etched Steel
Parts: Plastic 49 (Grey), 3 (Clear), Resin 2, Metal 5, Etched 5
Decal Options: 1
UK Importer: Amerang Ltd



Gloster E.28/39 Whittle

Manufacturer: Arba Products
Scale: 1/48th
Price: £34.95
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, White Metal & Vac-formed Clear
Parts: Resin 7, Metal 16, Vac-form 2
Decal Options: N/A



Messerschmitt Me P.1111

Manufacturer: PM
Scale: 1/72nd
Price: £TBA
Panel Lines: Raised ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 16 (Grey), 1 (Clear)
Decal Options: National Insignia Only
UK Importer: Pocketbond Ltd



Sopwith Baby

Manufacturer: Lone Star Models
Scale: 1/48th
Price: \$28.50
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, White Metal & Vac-formed Plastic
Parts: Resin 10, Metal 16, Plastic 10
Also Includes: Plastic Strut Material & Plastic Strip
Decal Options: 5



Hansa Brandenburg CC

Manufacturer: Lone Star Models
Scale: 1/48th
Price: \$30
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, White Metal & Vac-formed Plastic
Parts: Resin 13, Metal 8, Plastic 1 (Clear) & 4 (White)
Also Includes: Plastic Strut Material & Plastic Strip
Decal Options: 1



North American P-51/F-6A Mustang

Manufacturer: MPM
Scale: 1/72nd
Price: £7.50
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic & Resin
Parts: Plastic 39 (Grey), 4 (Clear), Resin 14
Decal Options: 3
Obtain in UK via: Hannants



Junkers Ju 160

Manufacturer: Lumir Vesley
Scale: 1/48th
Price: £N/K
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, Etched Brass, White Metal & Vac-formed Clear
Parts: Resin 76, Etched 22, Metal 2, Clear 1
Also Includes: Clear Plastic Stock
Decal Options: 4



Bristol M.1C

Manufacturer: Spin Models
Scale: 1/48th
Price: £N/K
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin & Etched Brass
Parts: Resin 17, Etched 36
Decal Options: 3
Obtain in UK via: Hannants



Ansaldo S.V.A. 5

Manufacturer: Spin Models
Scale: 1/48th
Price: £N/K
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, Etched Brass & Vac-formed Clear
Parts: Resin 50, Etched 35, Acetate 1, Clear 1
Decal Options: 3
Obtain in UK via: Hannants



North American B-25B (Doolittle Raider)

Manufacturer: Accurate Miniatures
Scale: 1/48th
Price: £37.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 158 (Grey), 21 (Clear)
Also Includes: Weights & Die-cut Canopy Masks
Decal Options: 16 aircraft
UK Importer: Amerang Ltd



Aermacchi MB.339A

Manufacturer: Frens
Scale: 1/48th
Price: £19.95
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 110 (Grey), 10 (Clear), Brass 2
Decal Options: 7
Obtain in UK via: Hannants



Mirage 2000-5F

Manufacturer: Heller
Scale: 1/144th
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 35 (White), 1 (Clear)
Decal Options: 1
UK Distributor: Humbrol Ltd



Dassault Rafale M

Manufacturer: Heller
Scale: 1/144th
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 44 (White), 1 (Clear)
Decal Options: 1
UK Distributor: Humbrol Ltd

Messerschmitt Bf 109D

Technical Data

Manufacturer: Sword
Scale: 1/72nd
Price: £7.40
Kit No.: 72005
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run injection moulded Plastic & Resin
Parts: Plastic 22 (Grey), Resin 8, Clear 3
Decal Options: 1
Manufacturer: Sword (Milan Lucky Models)
Obtain in UK via: Hannants



The Kit

Messerschmitt Bf 109s have been kitted by many manufacturers over the latter half of the century, but only Heller have produced the earlier version in 1/72nd as far as I am aware. This kit is the latest offering in this scale and is very simply done. Packaged in an open-ended style box the parts are all sealed in a polythene bag, which in itself is divided into three sealed sections containing all the parts. The main injected parts are on one sprue with very finely recessed panel lines in a medium grey plastic. The wing in particular is moulded as one piece, no top and bottom halves, with no sink marks which are sometimes found on parts like this. Cockpit detailing comprises two sidewalls and a one-piece floor with integrally moulded seat, pedals and joystick and a separate instrument panel, all cast in resin. The main wheels and exhausts are also resin which fit into deep recesses on the fuselage. The transparencies are in three sections enabling the cockpit to be left open to reveal the internal detail but these parts are a little murky. They are also very thin so polishing them would entice trouble, more of this later.

Instructions

A simple instruction sheet with a brief history and dimensions in Czech and English, with the single-choice colour scheme on one side and a clear rundown of the assembly process on the other. There is a paint guide giving RLM references for all the necessary colours to finish the model. A bold misprint on the header gives the scale as being '7/72'!

Construction

I started with the painting of the sidewalls and other cockpit parts before doing anything else, as this would seem to take the longest. While waiting for the paint to dry I prepared the fuselage and wing by

cleaning around the edges of the latter and joining the halves of the former. The inner sides of the cockpit area have a fine line showing where the sidewalls go. All the interior parts were then fitted from the underside but before the floor was fixed I took the precaution of carrying out a dry run to make sure that the wing would fit without being obstructed by the resin pouring block. Of course this needs to be sanded off but care has to be taken here not to damage the detailing. Once this was done, and a satisfactory fit of the wing to fuselage was achieved, the two units were fixed in place. From here on the assembly is a breeze. I noted how thin the tailplanes were; if scale thickness is wanted then you've got it with these. Incidentally only a tiny amount of filler was required on the underside join between the wing and fuselage, and the separate upper cowlings needs a little sanding to help with the fit. The gun troughs need to be enhanced as they are a bit shallow. The clear parts were left off until



after all the major paint work had been carried out. This I found to be safer than masking the thin parts which can be easily ruined. To make them look clearer, I coated the transparencies with Humbrol Clear Cote which had the desired effect and then painted the framing with a three hair brush! As there is a nicely detailed cockpit I decided to make use of the three-part canopy and pose it open by fixing it in place with PVA glue.

Accuracy

The dimensions on the instruction sheet and one of my references match

and scaled down, the kit is near to being spot on. Overall the finished model has the right look of a 'Dora' so I feel that it is very acceptable.

Colour Options

Only one set of markings is supplied. An aircraft of 2./JGR102 in the early-war splinter colours of RLM 70, 71 and 65 lowers. So not much to choose from. I used Gloy paints from my paint stocks and after a coat of gloss it was ready for decalling. After the decals were applied a coat of matt varnish from the AeroMaster range was applied.

Decals

A small decal sheet with this one, well printed with only the codes having a slight register problem but this may not be the case for all the kits. The swastika is included as a two-part decal and the unit badge is very nicely depicted. I had no trouble with the application of these and they all conformed with Micro-Sol/Set, giving the required silvering-free finish.

Decal Rating = 9/10.

Conclusion & Recommendation

A quick and enjoyable kit to build which fills the gap left by the on/off appearances of the Heller kit. There was no real problem during assembly but one must do a dry run to ensure the wing to fuselage join is not obstructed by the cockpit floor before committing to glue. Therefore I can recommend this kit to all lovers of the Bf 109.

My thanks to Hannants for the review sample.

Paul Janicki



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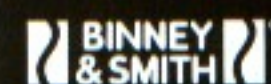
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Savoia Marchetti SM.84

Technical Data

Manufacturer: Aviation Usk
Scale: 1/72nd
Price: £26.50
Kit No.: 2025
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, Etched Brass, Resin & Vac-formed Clear
Parts: Plastic 94 (Grey), Etched 10, Resin 3, Vac-form Clear 13, Acetate 1
Decal Options: 3 (Italian & German)
Manufacturer: Aviation Usk
Obtain in UK via: Hannants

AF-USA PRESENTS: SM-84
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The Kit

The box is rather bright to say the least with its humorous comments on the artwork and on the sides and reverse. Inside is a resealable plastic bag containing four sprues with ninety-four parts, one of which is in cartwheel form containing all the smaller parts. A clear vac-form sheet has all the transparencies, there is a small brass fret with the instrument panel seat belts and controls together with an acetate film for the dials. These are enclosed in a separate packet with the decal sheet. The engines are in resin and again are separately packed. Surface detailing consists of well defined panel lines, though these are not too heavy, with raised ribs for the fuselage sides where there is some internal cockpit detailing.

Flash is limited to the smaller parts which will need cleaning with some care.

Instructions

These consist of two (yellow) A4 sheets with a brief history and dimensions. The construction sequence is fairly clear, though in section C the nacelles are shown as one piece whereas they are moulded in half with a bulkhead. There is no mention of using the brass fret. The second sheet gives side views of the three options on one side with details of Usk's products. There are no FS or other paint references with regards to interior colours and detail painting to be found

anywhere, so one must carry out some detective work in this area.

Construction

Now to the building bit. A quick scan through the instructions (or what there is of them) and I was cutting the appropriate interior parts off the sprue and fitting them into the relevant positions on one fuselage half before painting all this in a lightened RLM Grey. This may not be the right colour but when enclosed you can't really see the colour anyway. With the fuselage joined and cleaned up I added the pre-prepared instrument panel through the opening. Not having any locating pins or lugs the halves go together and line up very well.

The one-piece tailplane was then fitted followed by the fins and wings. The wing halves have lovely sharp trailing edges so no thinning of these areas are necessary, which makes a change from other kits of this nature. The wings are fitted to the fuselage with simple butt joints, but because of their weight will sag or fall off if not supported. I feel that a wing spar should be made and a slot cut out in the relevant place at the wing root to take it, in order to give a bit of strength to the joint. I didn't do this, so as you can imagine it did cause me a bit of a moment until the glue set. Also with a spar it will spread the wing apart enough to eliminate a step at the wing root, as I discovered, thus preventing the need of some blending in with Milliput. Still with the wings, the nacelles, once assembled, were added and again some filler was used to conceal areas where the fit wasn't good. The powerplants are also butt jointed to the wings and nose, but some refining is needed to achieve a neat fit. Refinements were also carried out on the exhausts by hollowing out the ends with a drill and file to give them a bit more realism. The propellers come as separate parts, and having cleaned these up, I drilled holes in the ends of the blades and the hubs and with short lengths of pins superglued them all together. The clear parts which make up the main canopy are in two halves and need to be joined on the centreline, so I added a piece of scrap plastic to give it some strength and then fitted it to the opening. Filler is once again required here to hide the seam. For the side windows I opted to use Krystal Klear instead of the vac-formed parts to avoid losing them inside or elsewhere. This was done after

painting of course. All the remaining details and undercarriage caused no undue problems and their fitment was left until after painting. As is expected the clear vac-form parts do need careful preparation and fitting and what is more only one set is provided! Once all the clear sections are masked, a coat of primer is applied to show up faults and any further sanding down or filler that is needed.

Accuracy

I didn't have any way to check this kit's accuracy, only the specifications given in the instructions. The model measures up just over 11.5in for the wings and a bit under 10ins. for the fuselage. This equates to the given dimensions of 69ft 6in (span) and 58ft 4ins (length) of the real aircraft, which makes it quite accurate. It certainly looks good but as I haven't even seen any pictures of the full size machine I can't swear to it being spot on.

Colour Options

On the sheet showing the three options, details of units and paint colours are described. Two Italian schemes are given, one in Dark Blue/Grey with Light Grey undersides and white fuselage band of 9^o Squadriglia, 7^o Stormo in Sicily, 1942 and the other an aircraft of 238^o Squadriglia, 36^o Stormo in 1942. This option is Sand overall with a mottle of Brown and Olive Green over it and Light Grey undersurface. A white band encircles the rear fuselage as in the previous one, but with the fronts of each engine unit in white as well. This was my choice as I wanted to have a go at the mottle as a bit of a challenge, the end result being somewhat stunning. The third option is an SM.84 of the Slovak Air Force in 1944 finished in Dark Olive Green over Light Grey again, but this time with yellow wing tips and

fuselage band. The colour descriptions are quoted by the Italian names and spec. numbers, the only paint references mentioned at all. For my model I used Humbrol paints throughout such as Sand (94), Dark Earth (29), Dark Green (30), Light Grey (166) and the usual Matt Black, Silver etc, for detail painting.

Decals

This kit's decal sheet is excellent. I suspect it is printed by the likes of Microscale. They are sharp, in register, matt on glossy carrier film and of course work very well using the Micro system for application. Once they were dry a coat of AeroMaster matt acrylic was sprayed all over to seal them in. An inspection later revealed nothing in the way of silvering so I think top marks for the decals. They live up to the comment on the back of the box about their decals not sticking to the family cat, even though my two cats did show some interest while I was midway through decalling, I wasn't going to try!

Decal Rating = 9/10.

Conclusion & Recommendation

A very attractive model when finished. It captures the typically Italian looks of sleekness and stance, in particular the colour scheme. I had a great time building this kit, especially decorating it. A worthy addition to any collection and if you are prepared to do a little extra work you won't be disappointed. Certainly recommended, though at a steep price I'm not sure how well they'll sell but with the highly attractive box with the added humour how can anybody resist!

My thanks to Aviation Usk for the review sample.

Paul Janicki



Postscript: At a recent local IPMS meet the model was voted in first place in the open category. It attracted that much attention!

North American P-51B

Technical Data

Manufacturer: Academy	Scale: 1/72nd
Status: New Tooling ✓	
Panel Lines: Engraved ✓	
Fabric Effect: Raised ✓	
Price: £4.99	
Type: Injection Moulded Grey & Clear Plastic	
Parts: Plastic 52, Clear 4	Decal Options: 3
Manufacturer: Academy Plastic Model Co., Ltd.	

The Kit

Mustangs are one of my many favourites and needless to say I have quite a number in my collection. Hot on the heels of the Revell kit,

Academy have an equally good kit.

Lifting the dramatically illustrated box top reveals the standard layout of parts as one expects from this manufacturer. Moulded in light grey plastic on three frames, the parts show a high standard of detail with beautifully recessed panel lines and adequate cockpit features. Optional parts included two sets of exhausts (shrouded and un-shrouded), bazooka tubes, 500lb bombs, paper style and the 75gal metal drop tanks and finally, what I consider a neat touch, a choice of canopies. A closed standard frames canopy is included with extra optional parts to display it open,

and a Malcolm hood. These transparencies are very clear if a trifle thick. Of course if not used on the Mustang the Malcolm hood could quite easily be fitted onto Academy's P-47 by checking references. One interesting point about this kit is that the tail section is totally separate from the rest of the fuselage indicating that another version with the fin fillet is in the pipeline. The clue to this is the way the parts are positioned on the sprue frame and that there is a tiny bit of the fillet on the main fuselage where it meets the rest. Take a look and you'll see what I mean.

Instruction

Following the normal format of a fold-out sheet, the eight-stage instructions clearly show

all relevant painting and assembly sequences necessary to build this model with correct colour guides for the interiors to the cockpit and undercarriage bays. Stages 7 and 8 show the optional canopies and underwing stores fitments as does stage 2 for the alternative exhausts. This is followed by diagrams of the three choices of schemes together with relevant FS numbers for painting and decalling or in the case of the RAF scheme BS paint specifications which is shown on a separate sheet.

Construction

So, having told you all what I found in the box, let me tell you how it went together. Starting with the cockpit assembly the parts are

painted in the appropriate colours and then fitted to one fuselage half followed by the other half. The instructions show the choice of the exhaust stacks to be made here but I elected to leave this until later, but I did find them a snug fit. Also the rear fuselage halves are assembled at this point and then fixed to the rest of the body at a natural panel line. The fit here is quite precise which needed only a little sanding to blend the join but not enough to hide it completely. Having got this far I took a look from the rear end of the assembly to check the alignment and could see light at the other end! For a modern kit and one from the orient, this is reminiscent of kits of a bygone era. I'm afraid Academy lost a few points off the score on this. So, on to the next stage. Assembly of the wings proved faultless and the fitting of same to the fuselage was no problem. In fact the join does not need any filler at all, likewise the tailplanes.

All the remaining ancillary parts such as the undercarriage, prop etc, are added in the following stages and again there were no problems with the fit of any of these parts. The next and final stages involve the transparencies of which one must make a choice. I intended to finish mine as the RAF Mark III so it was to have the Malcolm hood fitted. Fixing the windscreen and side windows first showed these parts fit very well and when the main canopy was added I found it to be a tight fit needing no gluing. The choice of underwing armament is the last stage, so for my model the 75 gallon tanks were put in place. Actually I don't think that either of the other two options would be fitted with the bazooka tubes as they depict aircraft that were used purely in the bomber escort

role. So the bazooka can go into the spares box even though there is an illustration on the box lid side showing the 4th FG option with them on! There you have it. One Mustang with no fit problems anywhere and the filler tube remaining shut. I must confess that I did use a spot of filler on the wing upper and lower surfaces to fill some detailing in the form of odd little formations of holes in groups of five which looked out of place and oversized so I decided to eliminate them.

Accuracy

Before I started building this kit I checked the shape of the main parts, such as the wings and fuselage, against the drawings in the Detail and Scale publication (Part 1) dealing with earlier variants of the Mustang and I found them to match perfectly. With this reliable source of reference and looking at the finished model I can quite happily say that this kit is very accurate in size and shape.

Colour Options

Three schemes are given and they are as follows:

- 1 P-51B, 43-24823, 'Old Crow', 363rd FS, 357th FG as flown by Capt. 'Bud' Anderson.
- 2 P-51B, 43-12214, 'Rebel Queen', 336FS, 4th FG at Debden and piloted by Fg Fred Glover.

These first two are both finished in Olive Drab over Neutral Grey lower surfaces for which FS numbers are quoted.

- 3 Mustang III, FB387, No.315 (Polish) Squadron flown by Sqd Ldr Eugenisz Horbaczewski and finished in the temperate scheme of Dark Green and Ocean Grey over Medium Sea Grey undersides and here both FS and BS numbers are mentioned.

I used a variety of paints to finish the model ranging from Humbrol, Gloy (yes I still have and use them when I run out of the others), Xtracolor for interior and camouflage colours and AeroMaster for the matt finish.

Decals

Enclosed in a cellophane envelope is the decals sheet which fills the bottom of the box! Beautifully printed and in good register the decals are very complete - right down to the stencilling. The coding for B6-S even has the Olive Drab outline highlighting them against the invasion stripes, which are also included, as are the white I/D wing and tail bands. These are broken down in segments to ease application. The roundels for the RAF aircraft have individual red centres which although a little bright do prevent them being off register. One gripe I do have about the No.315 Squadron machine is that the Polish chessboard is only supplied for the port side as is the unit badge when they should be on both sides, a mistake that should have been avoided. Only the fin flashes have some alignment problem.

The decals performed well when applied to the model which had been coated with Klear to aid application along with MicroSol and Set with no adverse reaction. No silvering was apparent after finishing with AeroMaster matt acrylic.

A higher mark would be awarded for the impressive decal sheet but because of the errors mentioned above I'll give them...

Decal Rating = 8/10.

Conclusion & Recommendation

As I mentioned at the beginning, I have made several Mustangs all with varying degrees of accuracy. But this kit is now among the best in 1/72nd and is quite easy to build. There are no real pitfalls to look out for and all parts fit well, but I feel that the kit designers should have noticed the lack of a blanking off plate to prevent the 'see through' effect of the fuselage. Though to an experienced modeller an error like this would cause no real problem being easy to rectify, I missed it!

Highly recommend to all, go and buy lots of them!

Paul Janicki



Dassault Mirage IIID

Technical Data

Manufacturer: High Planes Models
Scale: 1/72nd Price: £18.95
Kit No.: 72019 Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, White Metal, Resin & Vac-formed Clear
Parts: Plastic 43 (Blue), Metal 16, Resin 1, Vac-form Clear 1
Decal Options: 3 (French, Belgian, Australian)
Manufacturer: High Planes Models
Obtain in UK via: Hannants



The Kit

Supplied in their distinctive box with only a black and (in this case) pale green illustration of the subject, the contents are the usual pale blue plastic mouldings, which all come in a resealable poly bag, complete with the solitary vac-form (by Falcon) cockpit canopy. In another little poly bag there are sixteen white metal parts consisting of all the main undercarriage parts and cockpit detail such as seats and instrumentation etc. The nose gear has a total of five parts on its own! The jet pipe is the only resin part with internal detailing and it is left rolling loose in the box. The surface detail on the plastic parts is well

defined by recessed panel lines with the wheel bays and gear doors depicted quite well.

Other parts included are the supersonic wing tanks, large centreline tank and its pylon, and alternative missile pylons for sidewinders or Matra Magics, canards for the intake tops as seen on Swiss Mirages and an undernose bulge fitted to single seaters.

Instructions

Two A4 sheets printed on both sides give a run down of the subject's history and construction notes. There is a step by step guide of the build sequence to be followed with helpful hints along the way. A fairly clear exploded view gives more guidance to assist assembly. Basic painting information is given in the text as one progresses. The second sheet shows the top plan and side views of the three optional colour schemes.

Construction

To those who have not tried building a High Planes model this kit is a bit of a task. There is a lot of parts preparation and constant lining and matching up of the pieces to ensure a good fit. I have already made a few kits from this range and find them quite absorbing as I really feel like I'm modelling. With this kit, as in many others, the cockpit tub is the starting point. Once the parts are prepared they can be joined together and checked for fit and

alignment. Naturally the use of filler is necessary throughout this kit, particularly around the intakes and upper wing roots. Not a big problem, but one which needs regular trimming, sanding and test fits until the desired result is achieved. With care the loss of detail can be kept to a minimum when sanding. Talking of care, when cutting the wing parts from the heavy sprues a slip of the saw or knife will result in damage that you will have to repair, like me and the wing leading edge! Reduction of the thickness of the plastic is needed in order to get a nice sharp trailing edge and to maintain the drooped curve at the leading edge. I made a saw cut into the leading edge of each wing at the points indicated for the boundary flow or whatever. When the main parts are satisfactorily assembled the remaining activities are the painting and fitting. Weight is not really needed in the nose as there is enough thanks to the white metal ejection seats to counter a tail-sitter.

The nose gear contains some tiny pieces in its assembly, such as the landing lights. These were a bit fiddly to fit but I managed it somehow. The next fiddly bit was the canopy; being the only one supplied, there was no way I was going to spoil it. Once cut out and trimmed carefully to fit I stuck it in place with all sorts of fixatives to get it to stay in place and to ensure there were no gaps. A final check round to see if there was anywhere that needed more attention with filler or sanding preceded a coat of that primer that everybody seems to be using nowadays. Of course a couple of

places were in need of further attention. The white metal nose pitot tube was only added after everything else had been done.

Accuracy

In the time scale I had available, the only references I had of the Mirage were a useful photo publication by Osprey which helped with the building of the model and an old IPMS magazine dated December 1972 with some 1/72nd drawings. I used these to check the kit parts for shape and found them to match quite well with the exception of the dorsal hump of the enlarged cockpit. I couldn't find dimensions for the Mirage in my library, strangely, so I assume the kit is pretty accurate. At least it can't look like anything else and does look good against the photos in the above mentioned book and magazine.

Colour Options

The Mirage is, or has, seen service with many nations and in a variety schemes. With this kit High Planes include markings for three of them. Quite naturally they include an Australian IIID of No.2 OCU at Williamstown during the 1980s along with optional serials for three other aircraft with the colourful fin marking in black and yellow and Tigers head. The main finish on these options is Dark Green and Dark Grey uppers and Light Grey undersides. The next option is a IIIBD of the Belgian Air Force of 8 Smaldeel in a wraparound camouflage of Green (24102), Dark Green (24064) and Tan (20219). This

time two serial options are given: BD01 and BD11 plus the unit badge on the fin. The final options are two aircraft of EC1/13 of the Armée de l'Air; 13-ZC:275 and 13-ZF:269. The colours for these are the same as the Australian option apart from the undersides which are painted aluminium. Some detail painting for each of the choices is given where appropriate. For my model I opted for the Aussie OCU scheme because I have a liking for Tigers (including the four legged variety). I used Humbrol paints throughout including the very old and preserved NATO colours that Humbrol produced years ago and still work well for me.

Decals

High Planes decal sheets are usually of good quality and this one is no exception, being beautifully printed and in perfect register.



Stencilling is included for each of the options where appropriate. The roundels for the Belgian and French markings have separate centres to prevent bad register and there is also a separate pale blue disc for the BAF roundel outline. Everything about this sheet is

of a positive nature. One omission I did notice with the Australian serials was that they lack the 'last three' that need to be applied to the main gear doors, nose door and white ones for the fin tip. I resorted to using those from the Modeldecals range to complete the job.

No problems were encountered when using them and no silvering occurred after a final coat of AeroMaster acrylic semi-gloss varnish was applied.

Decal Rating = 10/10.

Conclusion & Recommendation

The very nature of a kit like this is that a lot of extra work and careful cutting and sanding needs to be carried out during building. But the end result is worth it. So if you're not prepared to spend a lot of time grafting on a kit and prefer mainstream products then this is not for you, but if, like me, you find it fun and absorbing then go ahead and enjoy it. After all it's what modelling is all about.

My thanks to High Planes Models for the review sample.

Paul Janicki

Fairey Barracuda Mk II

Technical Data

Manufacturer: MPM
Scale: 1/72nd
Price: £8.50
Kit No.: 72078
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited Edition
Type: Limited-run Injection Moulded Plastic & Resin
Parts: Plastic 63 (Grey), Resin 12, Clear 6
Decal Options: 4 (812 & 829 Squadrons)
Manufacturer: MPM

The Kit

A very welcome addition to any self-respecting FAA enthusiasts collection. This kit has recessed panel lines and a fair representation of the interior with seats, floor and bulkheads. No brass etched parts are included but you do get some resin (made by CMK) in the form of propeller blades, six-stub exhausts and cockpit detail. All the plastic parts come on two sprues in light grey with the transparencies in injected clear plastic, a fact boasted on the box. The surface detail is very finely done with the deck handlers, grab handles emphasised a bit more deeply, though no separate parts are used to depict these. One omission I noted was that there are no offensive stores like the torpedo and underwing bombs or their carriers included. Overall the kit has no resemblance to the old Frog/Novo product.

Instructions

The instructions give a brief history of the type and dimensions, followed by a parts layout and paint list quoting Humbrol reference numbers only. Construction is achieved via the ten-stage assembly guide, and the final element of the instructions deals with the colour scheme options. Interior and detail painting is indicated during each of the construction stages and full size dimensions are given for the wing mounted radar antennas so that the modeller can fabricate these from a suitable material.

Construction

I have been looking forward to building this kit so receiving it to review was a pleasant

surprise. As usual the cockpit and interior areas are the first to be dealt with and were painted using the appropriate Humbrol colours. All the parts fit quite well but there is a slight lack of positive locating tabs, so a little care was needed, although it was no real problem. The radio and fire extinguisher were painted in black/grey, the resin instrument panel was also in this colour with the dials done in Matt Black and a tiny drop of gloss varnish to represent the glass faces. A touch of dry brushing using light grey to highlight the detail completed the job. Joining the fuselage halves together gave no trouble despite there being no locating pins. In fact the join was so good that only a tiny bit of filler was required along the undersides. A little filing was necessary around the nose intake to maintain the contours, but again no problem. The wing halves have those ugly mould ejector lugs on the inner surfaces which are a feature of Czech kits of this nature and they need to be removed, especially those on the fin!

The wings, once joined, are a butt fit to the fuselage as are the tailplanes. Care and a little patience is needed here in order to ensure that they stay in place; I feel that some kind of spar should be added to the open-ended wings to make sure that the wing roots meet the fuselage roots squarely and to reinforce the joint. Once this is done the other wing furnishings can be added. The boundary layer fences fitted in line with the aileron roots are very near scale thickness and the Youngman flaps well depicted together with their actuating jacks. To make sure the jacks are glued at the right point the instruction sheet indicates a measurement of 2mm from a panel line and this is a thoughtful approach by MPM. On to the undercarriage next and we find separate torque links and thin doors that need to be separated before fitting. The wheel bay is a bit empty and could do with some extra detailing.

An interesting option is the inclusion of the earlier exhausts (which caused in-flight fires on the real machines and were soon replaced by the usual six-stub stacks) among the plastic parts. The clear parts go on well with perhaps the leading edge landing light needing some internal detail. None of the clear

parts are crystal clear, so they could all benefit with a bit of a polish to remedy this.

All the pieces fitted well throughout the building of this kit with only the wing root join being a little awkward. The tube of filler remained shut during most of the construction, which has to be impressive for a limited-run kit.

Accuracy

Before I started building the kit I checked the wing planform and fuselage against the only drawings I have of the aircraft, in my versatile copy of *Aircraft of the Fighting Powers* (AoFP). To my delight I found that the kit parts matched the drawings perfectly! Even the slight bulge at the leading of the wings in the vicinity of the wheel bays is faithfully reproduced, a feature that is not shown in the drawings in SAMI (Vol 5, Iss. 5) by Richard Caruana. One little fault I noticed lies with the main wheels in that they have only four spokes rather than five as in photos and drawings, and they may also be a bit undersized. The measurements between the book and instructions compare except the fuselage length 40ft 2in. (AoFP), 39ft. 9in. (MPM). A 5in. discrepancy but the kit matches the dimensions quoted in the Profile publication so it measures out well enough for me.

Colour Options

Four schemes are given. Two machines of No. 829 Squadron on board H.M.S. Victorious, one of which depicts an aircraft used on strikes against the Tirpitz, and two of No.812

Squadron on H.M.S. Vengeance of the BPF during 1945. All are in standard FAA colours of Dark Sea Grey, Slate Grey and Sky undersides. Humbrol paints are suggested for these but I used AeroMaster acrylics for the upper surface and Humbrol enamels for the Sky lower surface. Detail painting was also carried out using Humbrol paints. I opted to finish the model as one of the No.829 Sqn aircraft to go alongside my Frog model of the same type which is finished in the Pacific scheme. It makes an interesting comparison to this newer kit.

Decals

Printed by Cartograf in Italy the decals are of good quality and in perfect register. They are a matt finish and worked well using the usual brands of decal solvents. I experienced no silvering by following the normal rules of decal application and I sealed them all with AeroMaster matt acrylic once dry. The colours are correct but I did notice that the outlines to the bars of the BPF markings are too thin. All in all a very nice decal sheet which is thoughtfully supplied in its own sealed envelope.

Decal Rating = 9/10.

Conclusion & Recommendation.

I enjoyed building this kit as it posed no real headache. I'm sure MPM have got a winner here and it is bound to be popular. I highly recommend this rendition of 'Dumbo' to all modellers of average and above skill level.

My thanks to MPM for the review sample.

Paul Janicki



Arsenal VG.33/VG.39

Technical Data

Manufacturer: Azur
Scale: 1/72nd
Price: £8.00
Panel Lines: Recessed ✓
Status: New Tooling ✓
Fabric Effect: Raised ✓
Type: Limited Run Injection Moulded Plastic, Etched Brass & Vac-formed Clear
Parts: Plastic 49, Etched 9, Clear 1
Decal Options: 3 (2x French & 1x Luftwaffe)
Obtain in UK via: Hannants



The Kit

The main parts are injection moulded in light grey plastic, but while the surface detail is good the mouldings have a lot of flash and the moulding lugs are large and as a result all the parts need cleaning up. There is a small, etched brass sheet with optional parts to the plastic ones supplied, i.e. instrument panel wheel oleos and rudder part, but unfortunately no replacements for the rather thin undercarriage doors. A single va-form canopy is supplied along with the acetate instrument backing film that is becoming standard. The option to build the re-engined VG.39 is catered for with additional nose pieces and spinner.

The Instructions

An 8 page, A5 booklet contains simple step by step construction diagrams, a part finder chart, a short history and colour notes. The latter is rather poor for those like me to whom the French 1940s air force colour system is a mystery. But more of that later.

Construction

This is reasonably straightforward if the VG.33 is to be built but if your

choice is the short-lived VG.39 then one of the first tasks would be to hack off the front half of the fuselage with a razor saw. No guide as to where this cut should be made is supplied other than by careful measurement. Otherwise the construction of both variants is the same. The cockpit is well supplied with floor, back wall, seat belts and so on, and alternative etched brass rudder bar and instrument panels are supplied if you wish to replace the plastic mouldings. There are no sidewall details and this looked a little odd once the cockpit was installed within the fuselage halves. To obtain this fit required some trimming for the cockpit floor is a little on the wide side. The interior I painted in dark grey/blue and dusted with light grey to pick out the details. The large ventral air intake has etched brass grills to cover the solid radiator and required some filler around the join to the fuselage. Filler was also required along the wing roots and some thinning of the wings was required along with the removal of moulding lugs and flash, prior to the two halves being joined. I added some wheel well walls from plastic card before fixing the undercarriage in place, and here the doors required some thinning. The canopy fit is a good one and the moulding is clear, but only one is supplied, so care with the Clearfix adhesive must be exercised.

Accuracy

Dimensionally my model measured 153mm in span and 118mm in length. That equates to a span of 11m and a length of 8.49m. The instructions give the original dimensions as span 10.8m and length 8.72m, so the model is a bit out. However, the curvaceous lines of this French filly are well captured.

Colour Options

For an aircraft with such a short history I was amazed to find three

options offered in the kit. The first two cover the VG.33 and the last is the prototype VG.39. The first two cover machines in French markings but no details are supplied. The third option is of a machine captured by the Germans and features hastily applied crosses over the former owners' painted out markings. This is the option I eventually chose, but the colours suggested for all three options have no FS coding or paint manufacturer numbers as a guide and if, like me, you are unfamiliar with the various shades of the French camouflage system, then this will be a problem. I painted my model with Humbrol paints once I had discovered the correct colours.

Decals

These are well printed and do not allow the under colour to show through the lighter areas. The problems in Europe with the swastika emblem are overcome by supplying this emblem in two parts, the centre cross being applied to the separate outer bars. The decals are made by Progateam, so a high quality is assured.

Decal Rating = 8/10

Conclusion & Recommendation

A reasonably simple model to build which would make it suitable for all levels of model-making experience. There are a few pitfalls due to the mouldings and the fit of some of the parts, but nothing that should pose a real problem. The colour chart could be better to help the uninitiated, although the colour box art can be of help here.

I recommend this model if no other alternative can be found, but overall I wasn't terribly impressed.

My thanks to Hannants for the review sample.

Dan Claxton



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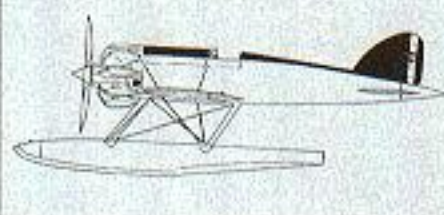
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Short-Bristow Crusader

Technical Data

Manufacturer: Dekno
Scale: 1/72nd
Price: £28A
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, Metal & Vac-formed Clear
Parts: Resin 17, Metal 4, Clear 1
Decal Options: 1
Manufacturer: Dekno
UK Importer: Hannants



The Kit

The kit includes parts for a beaching trolley, which is just as well, otherwise you will have no way of displaying the completed model convincingly. There is some flash and most of the parts require at least some tidying. The resin is fairly brittle but is workable with good surface detail and the metal castings are clean but with some slight misalignment resulting in mould lines on the struts and an oval appearance to the spinner.

Instructions

The instruction give a simple exploded diagram for assembly and a three-view drawing showing colour scheme and decal placement. These appear very accurate although slightly larger than 1/72nd. They are clear enough and there's not much room for error. Given the obscurity of this subject, the instructions may be the only reference available.

Construction

On cleaning up the fuselage it became apparent that some work would be needed. Although the detail is fine and the originals are clearly of good quality, the standard of moulding has badly let this kit down. Much of the wing root area is missing and requires packing with plasticard and filling. The fuselage halves require a good deal of sanding down in thickness until the fuselage matches the profile in the instructions. The cockpit opening is very rough and needs carving out to the correct shape. Beware! I carved the cockpit as close to the profiles as I could and then found that the windshield didn't fit! Before filing out the cockpit opening, carefully cut out the windshield, roughly to the size required, then trim it to

fit the decking forward of the cockpit. Once you are happy with the fit, mark its position and clean up the cockpit.

I should at this point, mention the transparency. The vac-form moulding is marked down the centre, either side making one windshield. Once the unneeded plastic is cut away, there remains a flimsy, right angled 'U' shape. This is so small, fiddly, easily bent or otherwise damaged and just downright difficult to work with, that one might do better to scratch-build one from three small rectangular plates. (I wish I'd thought of that earlier!)

Although cleaning and filling is a standard feature of resin kit building, personally I think this kit takes it too far, practically requiring a scratch built under fuselage and wing root. The fit of the engine to fuselage is also poor, with some thinning needed on the lip that located into the rear of the engine assembly. Any gaps here are very difficult to fill since the integral exhaust shrouds get in the way. Tail surfaces pose no problem and neither do the floats or struts. Compare the struts carefully to the profiles included and make sure the struts are of equal length. This allows the floats to line up with a minimal amount of tweaking. Make sure at this point the floats are on the right sides. There are locating points for rigging on one side of each float, these should be outboard. The plans included give clear guidance for rigging.

The cockpit interior can be added once the fuselage-wing join is finished. The seat included is fine with only controls and a set of instruments to be added. This will probably be a matter of conjecture. It would have been preferable to build the interior before putting the fuselage and wings together but the need to pack the fuselage from inside makes this impractical. Once assembly was completed several coats of primer/filler were sprayed on. This was fairly successful in hiding numerous minor defects, those remaining were repaired and filled/primed again. Once all the filler was cured, the holes either side of the engine (which I assume are exhaust ports) were drilled out with a 3mm bit. Since the interior was to be inserted last, it seemed practical to paint the whole aircraft high gloss white then mask around the aperture whilst working on the cockpit.

The trolley is simplicity itself to assemble. There are two float cradles with small channels in the undersides that fit on to the trolley beams. In the review sample the cradles were incompletely moulded and thus

rather fragile. They needed a little cleaning up once the missing areas are replaced. It is probably best to fix these to the trolley with a slow setting glue after the aircraft itself is complete. Then the complete aircraft can be placed on the trolley and the cradles tweaked until a snug fit is obtained.

The rigging is simple enough, not being excessive, and it does not get in the way of handling. Remember to work from the inside-out and the trick with a just extinguished match being held near to the sprue rigging until it springs taught.

Accuracy

The kit's dimensions are approximately 111mm span and 110 mm length. The real aircraft is quoted as 8.08m and 7.62m respectively in Dekno's instructions, which is 112.2mm and 105.8mm in 1/72nd. I have measured the kit's length inclusive of the floats, in which case despite the greatest care, the overall length difference may be down to a fractional error in setting them up. Generally the kit seems pretty accurate (as long as you set the floats properly) and once the repair work is done on the wing roots and the fuselage halves thinned, it matches the profiles given.

Colour Options

One colour option exists for the sole example of this aircraft. It is overall white with the fuselage upper decking in the same shade of blue (Humbrol 47 is close) as the blue section on the rudder insignia (British Red, White and Blue stripes). The trolley is Medium Grey. No colours are given for internal details and so these remain open to speculation.

Decals

The decals comprise a set of rudder stripes in British colours and a small pair of registration numbers. These are crisp, in perfect register and colour density is not a problem. They all share the same carrier film so the rudder decals in particular will need close trimming. The rudder decals are too wide to fit on the rudder and so need to be trimmed once on the aircraft. The decals were not tested with solvent or setting solution as they settled onto the gloss surface perfectly. I did take the precaution of varnishing the decals before soaking them for around 30 seconds, since there are no spares if anything goes wrong.

Decal Rating = 7/10.

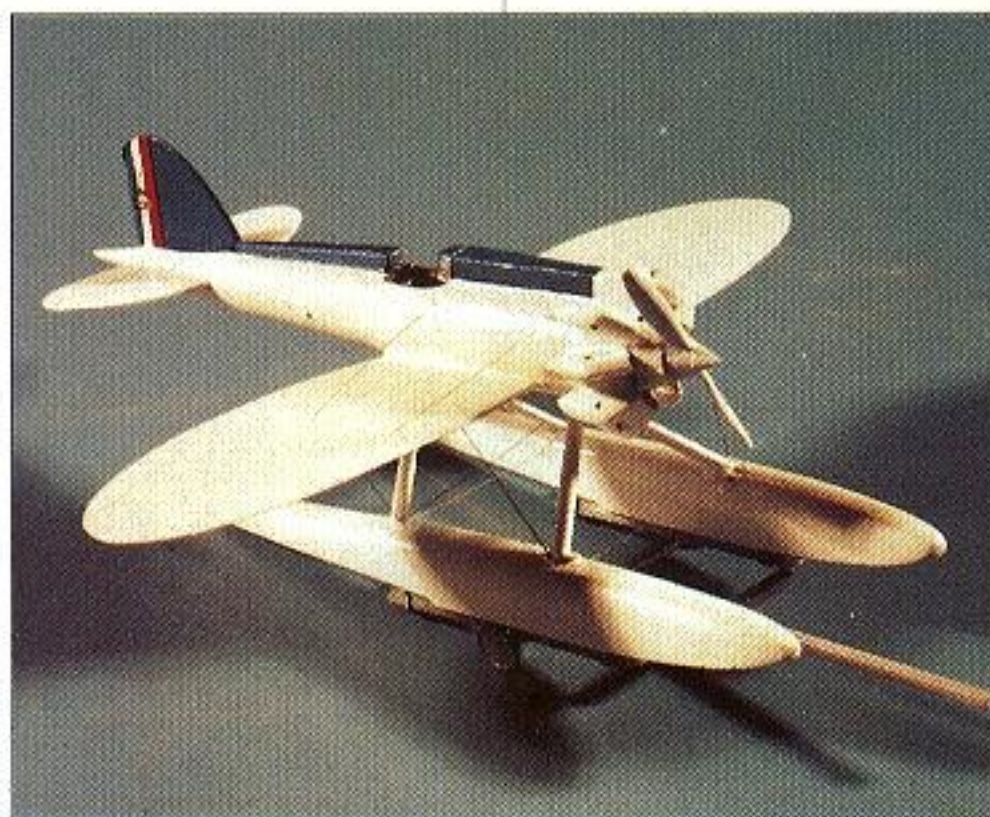
Conclusion & Recommendation

Whilst this is an interesting subject and whilst the original masters for the kit appear well done, the casting quality of the wing root-fuselage join and float cradles were, I feel, unacceptable. The amount of repair work needed should not be necessary in a commercial kit. This is a quick kit to build once the above mentioned re-building is done and it builds into a neat little model.

Full marks to Dekno for producing an unusual and attractive aircraft, but (assuming my sample is representative) until the casting quality is improved, regrettably, I cannot recommend this kit except to experienced modellers, and then only if the Crusader is a 'must have'.

My thanks to Dekno for the review sample.

Deon Whittaker



Thank You

Scale Aviation Modeller International would like to thank Revell, Binney & Smith (Europe) Ltd for the generous supply of paints and accessories from their extensive range for use by the review team throughout 1999.



Thank You

Scale Aviation Modeller International would like to thank AeroMaster (via Athena Brooks & Hannants) for the generous supply of paints from their 'Warbird Color' and 'Warbird Acrylic Color' range for use by the review team throughout 1999.



Thank You

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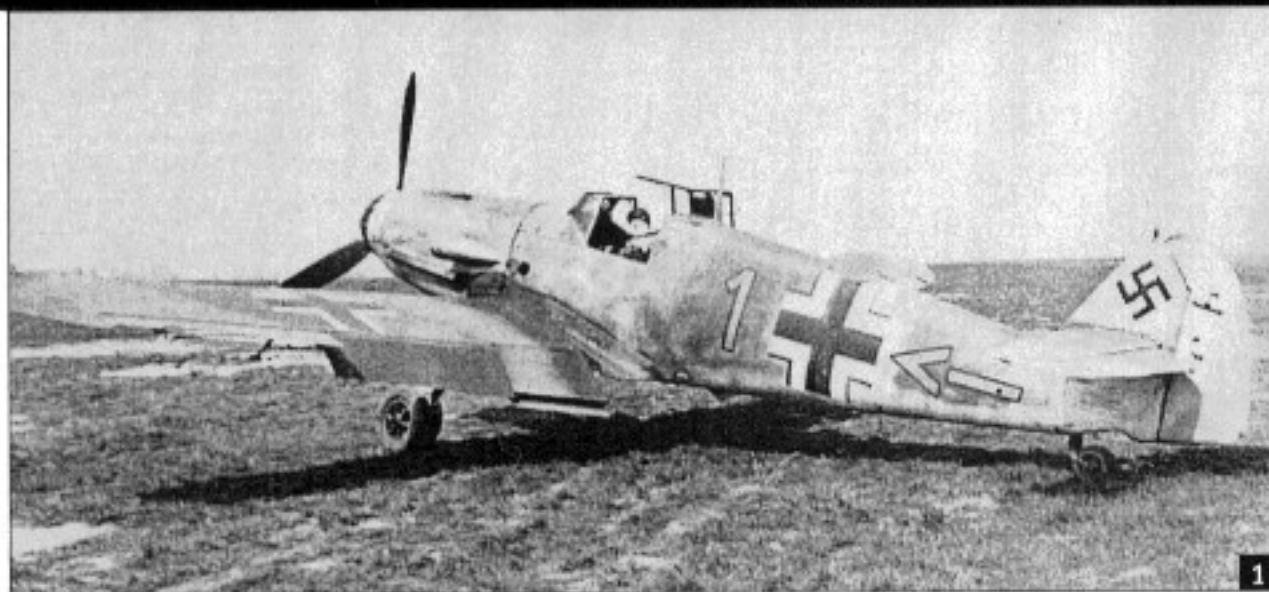
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Colour & Marking Notepad

by Michael Payne



Photos 1 & 2

Luftwaffe modellers are constantly seeking new colours and markings for their models. I have not yet seen models of a Bf 109F or a Fw 190 with the markings of 10./JG 2. Formed from elements of II./JG 2 at Beaumont-le-Roger, this Jabostaffel specialised initially in attacks on coastal shipping, using bombs and gunfire. Markings were as seen in the photos, with the interesting difference that they were blue. The Winkel and bar aft of the cross had nothing to do with Stab markings; it was the distinctive mark of 10./JG 2. Blue 1 was the aircraft of Staffelführer Hauptmann Frank Liesendahl, whose tally of shipping attacks was recorded on the yellow rudder of his Bf 109s. He flew W/Nr. 6469, 7629 and 12672. His last ship was dated 31.3.42. On

the 17th July he was flying Fw 190A-2, W/Nr. 20439, 'Blue 14' when he was shot down by flak from a ship near Brixham, South Devon, an area frequently attacked. The Staffel badge was a brown fox, winking and waving its brush and holding a blue broken ship in its jaws. Fw 190s had arrived in June, also marked with blue Kennzeichen, outlined in black. The highest numeral known is 16. The overall finish of the aircraft was entirely standard, with yellow rudder and lower cowlings. Although based on Caen/Carpique, the pilots used forward fields at Cherbourg-Ost, Guernsey or Morlaix to extend their range.

Photo 3

If the photo is to be believed, this Friedrich of 10./JG 2 (and those beyond) seems to be

generally RLM 02 on its fuselage, though there is a splinter pattern visible on wing and tailplane. Rudder and lower cowlings were the usual yellow, while the identity markings were blue outlined in black. Spinner and blades were Schwartzgrün 70.

Note the SC 250 bomb ready to be fitted to the carrier under the fuselage. There was no fox badge on the cowlings. Perhaps this was a newly-delivered aircraft; it looks very clean.

(Via Prien)

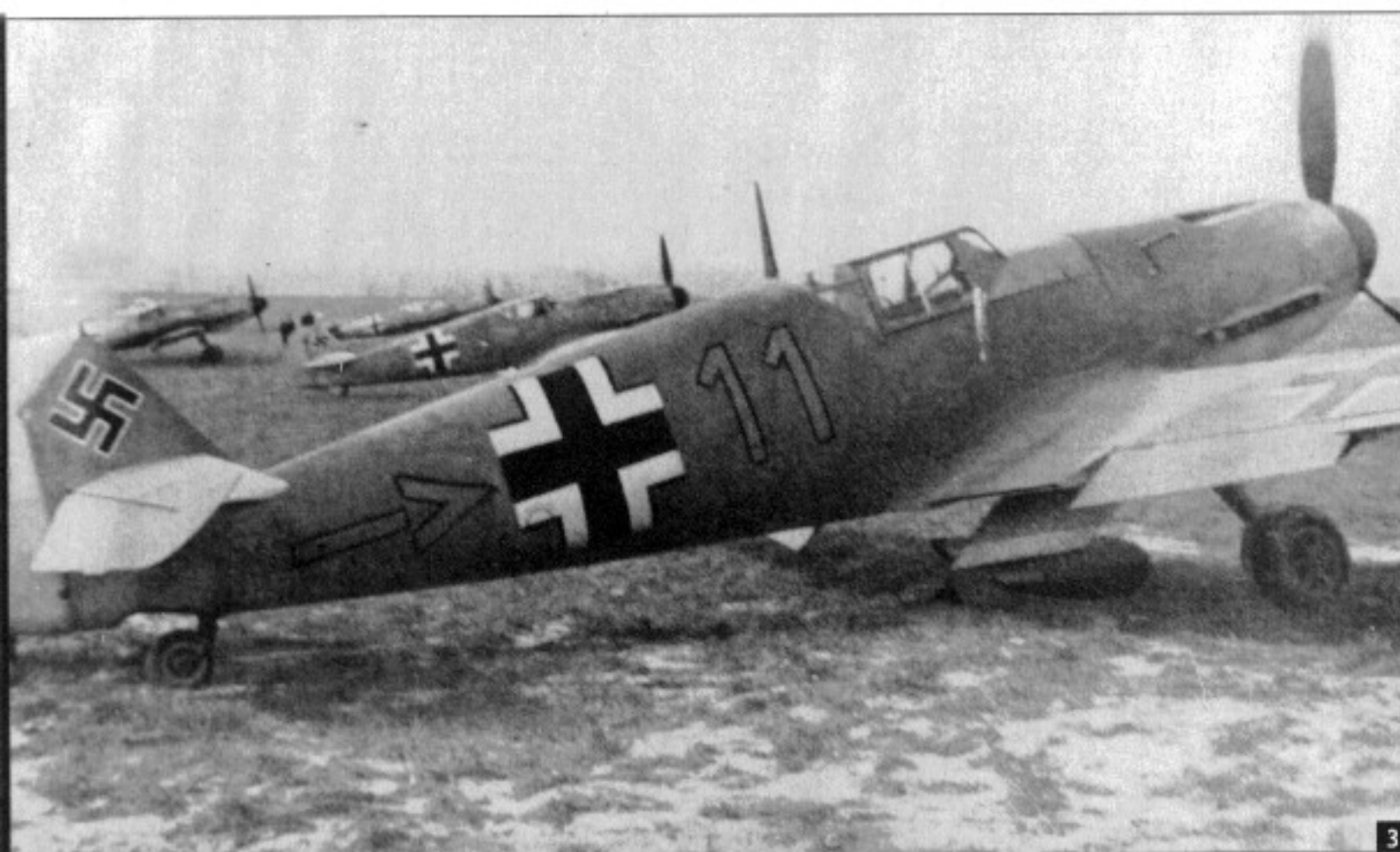
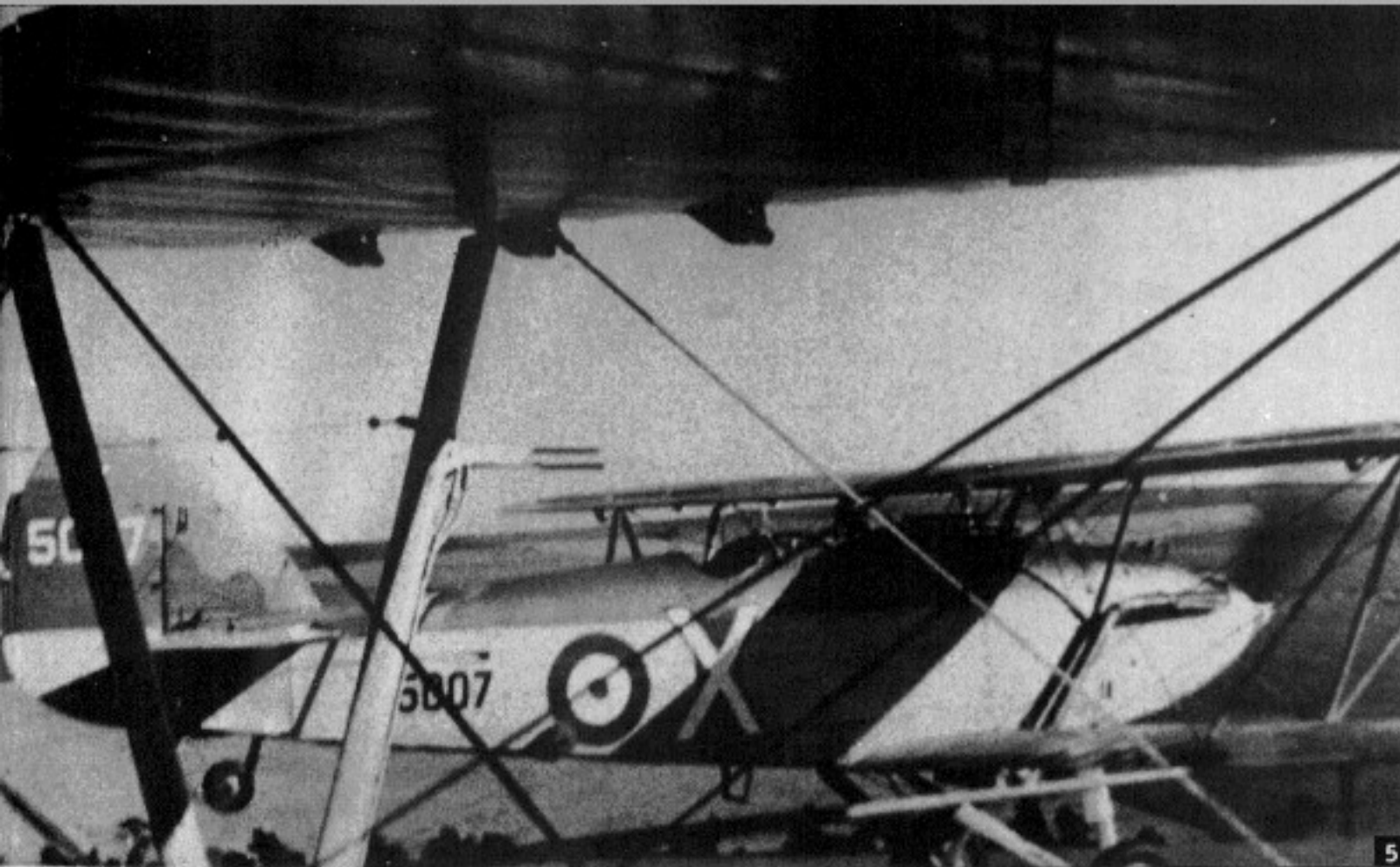


Photo 4

The winking brown fox badge of 10./JG 2 which usually appears on both sides of the engine cowlings (Bf 109F and Fw 190A-3). The fox always faced forward.

Photo 5

Hawker Hart K5007 was built as a trainer by Armstrong Whitworth. I believe it served for a period at South Cerney, near Cirencester, Gloucestershire. A second photo indicates that the Munich period semi-camouflage was applied over the entire upper surfaces; there was usually 6ft yellow wing tips and a polished natural metal engine cowlings, but not in this case. Rudders too were usually yellow, with black serials. The bulky attachment on the lower rear fuselage was a ballast weight always fitted when the type was flown solo from the front cockpit. Lower surfaces were yellow with big black serials. All roundels were Type A, still in bright colours. The



identity letter X appears to be white with its extremities thinly outlined in the same colour as the Flight stripe. Cerney was known to paint coloured tail bands on its Oxfords. The colour, however, can only be surmised.

Photo 6

Meteor prototype DG202/G. The 'G' signified that the aircraft was subject to security measures. Such wartime restrictions were strictly observed. This was the first prototype Gloster E.9/40 and its career was too complicated to be related here. It first flew in May 1943 with Rolls-Royce W2B/23 engines. It even went on board HMS Pretoria Castle for deck-handling trials. How very fortunate that it survives at Cosford after its long service as gate guardian at RAF Yatesbury, near Calne, Wiltshire. Originally the fairing behind the cockpit

hood was non-transparent. I believe the subsequent type of windshield design owed a lot to that of the Fw 190 which had landed at RAF Pembrey by Oblt. Armin Faber in error in June 1942. As a model it would make a fitting companion to the diminutive Gloster E.28/39. Although Cosford has painted it brown and green over yellow (actually that was done at Yatesbury before it moved to Cosford - Ed) (as a prototype), I believe it would have been finished in grey and green in 1943. It carried standard roundels and fin flashes, with yellow 'Ps'. Oddly it had a Sky tail band.

It served subsequently as an instructional airframe, painted silver and with Type D roundels and serial 5758M. It was in this guise that I used to see it at Yatesbury. (Henry Wills)

Michael Payne



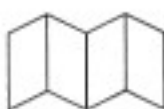
Postscript

This is Michael's final C&M Notepad, as I am afraid his photographic archive is now depleted.

I would like to pass my personal thanks on to Michael for all his excellent articles over the last five years, and I am sure you will all join me in wishing him all the best in the future.

R.A. Franks
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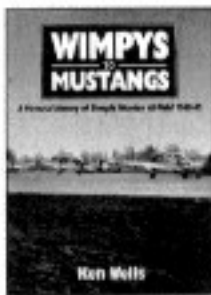


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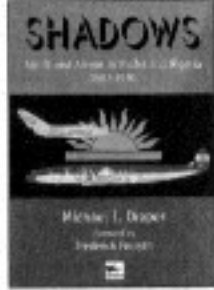
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A7029 Avenger IIC

A7030 Avenger IIC

A7031 Avenger IIC

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A7109 Avenger IIC

A7110 Avenger IIC

A7111 Avenger IIC

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A7113 Avenger IIC

A7114 Avenger IIC

A7115 Avenger IIC

A7116 Avenger IIC

A7117 Avenger IIC

A7118 Avenger IIC

A7119 Avenger IIC

A7120 Avenger IIC

1/48th scale

A7121 Avenger IIC

A7122 Avenger IIC

A7123 Avenger IIC

A7124 Avenger IIC

A7125 Avenger IIC

A7126 Avenger IIC

A7127 Avenger IIC

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A7209 Avenger IIC

A7210 Avenger IIC

A7211 Avenger IIC

A7212 Avenger IIC

A7213 Avenger IIC

A7214 Avenger IIC

1/48th scale

A7215 Avenger IIC

A7216 Avenger IIC

A7217 Avenger IIC

A7218 Avenger IIC

A7219 Avenger IIC

A7220 Avenger IIC

A7221 Avenger IIC

A7222 Avenger IIC

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1072 Miles Martinet TT 1 *£16.99

0972 Supermarine Attacker I/II *£16.99

0672 Blackburn B88/YB1£16.99

0572 Short Seamew AS.1/MR.2 *£16.99

0472 Blackburn Firebrand TF.5.....£16.99

0372 Mosquito TT.39 c£7.75

0272 Fairey Firefly T.7.....£17.75

0172 Gannet AEW.3 c£10.95

C = Conversion, K = complete kit, D = Decals,

O = Optional parts

MAGNA MODELS 1/48 scale

0148 Miles Martinet TT.1 dok.....£27.00

CONVERSIONS 1/72 scale

4072 Bristol Freighter Mk.21 (Airfix kit)£13.75

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Revell Kit)£9.25

0772 Blackburn Skua Accurate wings£8.75

ACCESSORIES 1/72 scale

7201 D.H. Heron/Dove seats x 17£2.95

7203 Gannet Tanks 2 x 2 types£2.75

72

CMK (Czech Master's Kits)

1/48th Scale

Subject: Ramjäger Fw 190A-8/R8

Scale: 1/48th

Product No.: 4039

Type: Conversion

Designed for: Tamiya kit

Parts: Resin 35, Etched 5, Vac-form Clear 1, Acetate 1

Price: £TBA

Includes: New VDM9-12067 propeller and spinner, cockpit tub, instrument panel, sidewall details, MK 108 cartridge ejector

panels, MK 108 cannon bulges and MK 108 Cannon bays all in resin. Instrument detail in acetate film, instrument facia, Ramjäger canopy plates, cockpit side armour and headrest in etched brass, plus a replacement vac-formed canopy. Spares included but not used include a "blown" canopy and two styles of instrument panel with acetate film.

The set also includes unique decals (no national insignia etc) for a machine of 14.Sturm/JG 3 'Udet' or 11.Sturm/JG3.

Conclusion

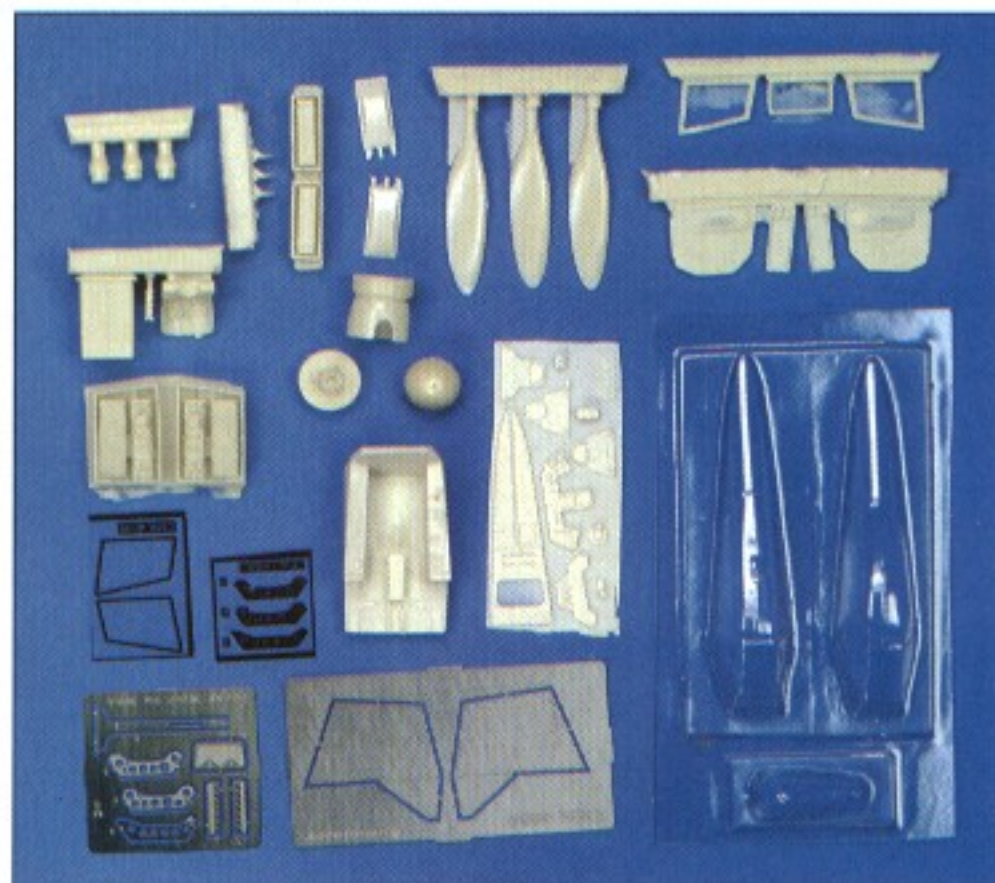
This is another fine set from CMK and one that Luftwaffe fans will want.

Only Trimaster ever did the Ramjäger Fw 190 as a kit before, so the combined price of this set and the Tamiya kit will still be cheaper than hunting down the Trimaster example.

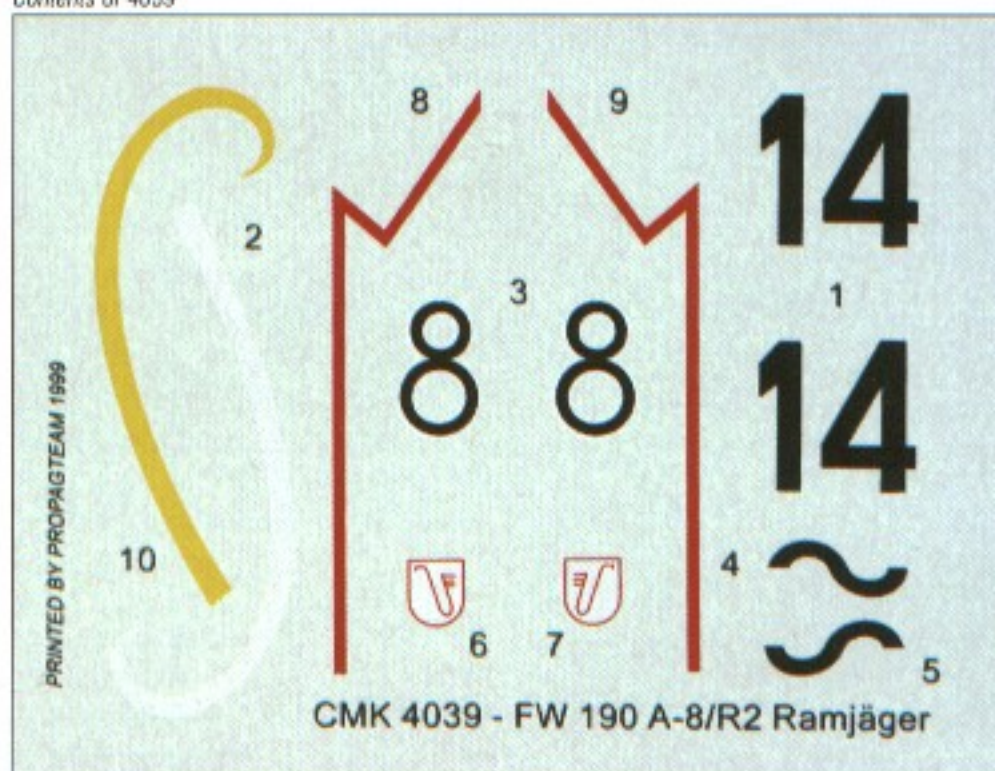
Our thanks to Hannants for the review sample.



4039



Contents of 4039



The decal sheet from 4039

Arba Products

1/72nd Scale

Subject: Ta 152 Tail

Scale: 1/72nd

Product No.: N/A

Type: Conversion

Designed for: Hasegawa kit

Parts: Resin 1 **Price:** £2.75

Includes: A replacement Ta 152 tail unit for the Hasegawa Fw 190D-9 kit, so that you can build the latter kit as a late war version with this style of tail fitted.



Ta 152 Tail (Hasegawa)

Subject: Fw 190D-11/D-13

Scale: 1/72nd

Product No.: N/A

Type: Conversion

Designed for: Hasegawa kit

Parts: Resin 4, White Metal 2

Price: £5.75

Includes: This set includes a new resin engine cowling, upper decking and supercharger air intake, along with a metal VDM propeller and spinner so that the Hasegawa D-9 can be converted into a D-11 or D-13.



Fw 190D-11/D-13 conversion

1/48th Scale

Subject: Ta 152 Tail

Scale: 1/48th

Product No.: N/A

Type: Conversion

Designed for: Dragon or Italeri kits

Parts: Resin 1

Price: £2.75

Includes: This is a replacement tail unit for either the original Trimaster/Dragon D-9 kit, or its recently reissued Italeri version, so that you can build either as a late war version with this style of tail fitted.

Subject: Ta 152 Tail

Scale: 1/48th

Product No.: N/A

Type: Conversion

Designed for: Tamiya kit

Parts: Resin 1

Price: £2.75

Includes: This is the same as the previous item, although it is specifically designed for use with the Tamiya D-9 kit.

Conclusion

Each of these items is well cast, with no air bubbles or surface imperfections. Engraved



Ta 152 Tail (Dragon or Italeri kits)

panel lines and control surface details are extremely well done, and each has been specifically designed for use with the designated kit. All of these can be highly recommended to all Luftwaffe fans, as if you need encouraging!

Our thanks to Arba Products from the review samples.



Ta 152 Tail (Tamiya)

Cutting Edge

1/48th Scale

Subject: Martin Baker H5 Ejection Seats (with seat belts)

Scale: 1/48th

Product No.: CEC48167

Type: Accessory

Designed for: N/A

Parts: Resin 6

Price: \$9.95

Includes: Two complete H5 seats with separate firing rings that are suitable for all F-4B, C, D, J, K, M and RF-4B & C Phantoms up to 1970. These seats do include moulded seat belts etc.



Martin Baker H5 Ejection Seats (with seat belts) (CEC48167)

Subject: VS 9 Propellers for Ta 154

Scale: 1/48th

Product No.: CEC48168

Type: Correction Set

Designed for: Revell-Monogram kit

Parts: Resin 6

Price: \$9.95 (£9.95)

Includes: This set offers the correct profile VS 9 propeller blades for the Pro-Modeler kit of the Ta 154A-0.



VS 9 Propellers (CEC48168)



USAF A-4 Gunsight (CEC48170)

Subject: USAF A-4 Gunsight

Scale: 1/48th

Product No.: CEC48170

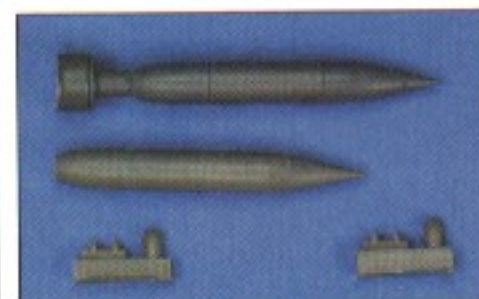
Type: Accessory

Designed for: N/A

Parts: Resin 2

Price: \$3.95 (£3.95)

Includes: Two complete A-4 gunsights suitable for many 1950s aircraft including the F-84 & F-86.



M116 Napalm Bomb (CEC48171)

Subject: M116 Napalm Bomb

Scale: 1/48th

Product No.: CEC48171

Type: Accessory

Designed for: N/A

Parts: Resin 8

Price: \$8.95

Includes: Two complete M116 Napalm bombs (also known as Mk 77 Mod 0) that are suitable for a large number of 1950s and 1960s aircraft.



Revi 16 Gunsight (CEC48172)

Subject: Revi 16 Gunsight

Scale: 1/48th

Product No.: CEC48172

Type: Accessory

Designed for: N/A

Parts: Resin 2

Price: \$3.95 (£3.95)

Includes: Two complete Revi 16 gunsights suitable for late war Bf 109s and Fw 190s. The 'glass' elements will have to be added by the modeller.

Subject: A6M Detailed Pilot Seat

Scale: 1/48th

Product No.: CEC48173

Type: Accessory

Designed for: N/A

Parts: Resin 2

Price: \$4.95 (£4.95)

Includes: Two complete A6M seats, complete with moulded harness detail.



A6M Detailed Pilot Seat (CEC48173)

Subject: USAAF N-3 Gunsight

Scale: 1/48th

Product No.: CEC48174

Type: Accessory

Designed for: N/A

Parts: Resin 2

Price: \$3.95 (£3.95)

Includes: Two complete N-3 gunsights suitable for P-39/P-400, P-47, P-51, B-25G etc.



USAAF N-3 Gunsight (CEC48174)

Subject: Type A-1CM Gunsight

Scale: 1/48th

Product No.: CEC48175

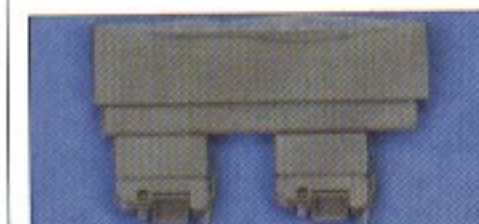
Type: Accessory

Designed for: N/A

Parts: Resin 2

Price: \$3.95

Includes: Two complete A-1CM gunsights that are suitable for many 1950s jet aircraft.



Type A-1CM Gunsight (CEC48175)

Subject: Martin Baker H5 Ejection Seats (without seat belts)



Martin Baker H5 Ejection Seats (without seat belts) (CEC48176)

Scale: 1/48th

Product No.: CEC48176

Type: Accessory

Designed for: N/A

Parts: Resin 6

Price: \$9.95

Includes: This is the same set of seats offered in CEC48167, although these are offered without moulded seat belts etc.

1/32nd Scale

Subject: MIG-15bis/F-2/J-2

Scale: 1/32nd

Product No.: CEC32036

Type: Accessory

Designed for: Trumpeter or Frog kits

Parts: Resin 3

Price: \$5.95

Includes: Two highly detailed and 'weighted' main wheels for the MIG-15bis and Chinese F-2 and J-2, as well as a similarly detailed nose wheel.



MIG-15bis/F-2/J-2 (CEC32036)

Conclusion

Each of these items is extremely well cast, with lots of detail and no surface imperfections.

The gunsights are little gems and I am pleased to see Cutting Edge including ejection seats with and without moulded seat belts etc (keeping everyone happy!). UK prices, where known, are shown in brackets.

Our thanks to Cutting Edge for the review samples.

Create 301

Subject: Showa L2D3-L

Scale: 1/72nd

Product No.: N/K

Type: Conversion

Designed for: Any DC-3 kit

Parts: Resin 3 (+4 Clear), White Metal 13

Also Includes: Decals **Price:** £TBA

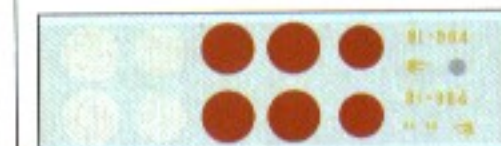
Includes: Replacement engines (metal) and nacelles (resin), along with new metal propellers, intakes, exhaust stacks, DF loop and spinners. The clear resin parts replace the side windows in the DC-3 with the characteristic bulged ones of the L2D3 and also replace the entire loading/cargo door on the port side of the DC-3.

The final item in the set is a decal sheet which includes markings for one machine (#81-984).

This is an excellent conversion, and I must

admit I had wondered why it had not happened before, as the Showa airframe is quite different from a DC-3 when built, so will make a nice alternative model for your IJAAF collection. All of the components in this set are well cast with good surface detail and only a little excess flash. The decal sheet is very nice, with even the white surrounds (and background) for the Hinomarus supplied separately.

We are not aware of any UK stockist of this range to date, so potential customers should contact Create 301 directly. Our thanks to Create 301 for the review sample.



The decal sheet



The contents of the L2D3 conversion

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

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Available now in the UK the largest range of Doyusha aircraft kits ever. These include 1:32 scale WW2 fighters & 1:100 scale airliners. Illustrated is the 1:100 scale British Airways Boeing 747-200, with a wing span of 610mm & length of 705mm, this kit is big! Also shown is the 1:100 scale Boeing 767-200. This kit includes three decal options, ANA, American & Ansett Australian Airlines. You will notice two 1:32 scale WW2 fighters, the Shidenkai (George) & the recently released North American P51-D Mustang, produced from new tooling. These are the most highly detailed versions of these aircraft ever produced. Also available are a range of 1:100 scale Douglas DC-3 Dakota & C-47 aircraft. Illustrated are the 'Classic Air' & USAF versions. Please do not hesitate to contact us by phone, fax or e-mail for further details & future releases.



Availability List:
Boeing 747-200, Luftansa, scale 1:100, price £59.99
Boeing 747-200, United, scale 1:100, price £59.99
Boeing 747-200, British Airways, scale 1:100, price £59.99
Boeing 777, JAL, scale 1:144, price £29.99
Boeing 767, Airforce One, scale 1:100, price £29.99
Boeing 767, ANA, American & Ansett, scale 1:100, price £29.99
Concorde, British Airways & Air France, scale 1:100, price £29.99
Douglas DC-9, Hawaiian Airlines, scale 1:100, price £10.99
Douglas DC-3, Stage Lines, scale 1:100, price £10.99
Douglas DC-3, Virgin Islands Airways, scale 1:100, price £10.99
Douglas DC-3, Classic Air, scale 1:100, price £10.99
Douglas C-47, Royal Canadian Air Force, scale 1:100, price £10.99
Douglas C-47, USAF, scale 1:100, price £10.99
North American P51-D Mustang, scale 1:32, price £25.99
Shidenkai (George), scale 1:32, price £25.99



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Note: All of the items listed have recently been released and are here for our readers' information. Full reviews of each may appear in a future edition.

Delta Aviation Publishing 1/32nd Scale

A new series of limited production decal sheets are due from Delta, and the series ('Warbirds Decals') will start with a sheet offering the markings of the No. 1 Sqn Hurricane Mk I flown by P/O Off Mould who was the first RAF pilot to shoot down an aircraft in WWII. Other subjects to follow will include the Canberra in Argentinian Air Force service.

Cutting Edge 1/32nd Scale

Cutting Edge has produced two limited-run decal sheets to complement the new MIG-15 kit from Trumpeter/Frog. The first sheet (CED32017) includes markings for three machines; one North Korean defector, one Polish defector and a Russian night fighter ace. The other sheet (CED32018) includes markings for two Russian aces in the Korean War, and two schemes for the captured MIG-15 of Kim Ro Suk. Both of these sheets retail for \$11.99.

Halo Decals

This is an Australian company who produce excellent decals for RAAF and RAN machines. The sheets we have are all to 1/72nd scale and include a sheet (#HD-072001S) for RAN Fairey Fireflys of HMAS Vengeance, HMAS Sydney and HMAS Albatross. The next sheet (#HD-072002S) deals with the Fairey Gannet and offers markings for machines on HMAS Melbourne, while HD-072003S tackles the A-4 Skyhawk of the RAN. The final sheet is a special one for the AerMacchi MB 326Hs of the RAAF 'Roulettes' display team. The sheet includes serial numbers and roundels for all the team's machines, just in case you want to build all six!

Copper State Models 1/28th Scale

A couple more sheets of decals for the Revell® Fokker D.VII, as well as those for the Sopwith Camel, are now available from Copper State Models. Those for the D.VII include CSM#153 which offers markings for Lt E. Udel's machine and sheet CSM#154 which offers markings for Lt R. Starks aircraft. The Camel sheets are CSM#155 and CSM#156, which cover the machines of Lt R. Williams and Lt O. Kissenbert respectively. Each sheet will retail for \$4.99.

Belcher Bits

Three new sheets for the CF-104 have just been released by Belcher (well timed considering Hasegawa's announcement of a new F-104 this year!). The first sheet (BD6) is in 1/48th scale and offers markings for any CF-104 from 1965 through to 1983, as well as specific markings for Nos 417, 421, 427 and 441 Squadrons and the AETE. The price for this sheet is Can\$11.49 (\$8.62). The second sheet (BD7) is in 1/72nd, and offers all the markings from BD6 with the exception of the AETE aircraft. The price for this sheet is Can\$6.49 (\$4.87). The final sheet (BD8) is in 1/32nd scale and offers markings for any CF-104 in the 'symmetrical' scheme that was applied from 1975 right through to the end of the type's service. This sheet is Can\$8.99 (\$6.74).

AeroMaster

Once again this month, AeroMaster have been busy and there are no less than fifteen new sheets to review.

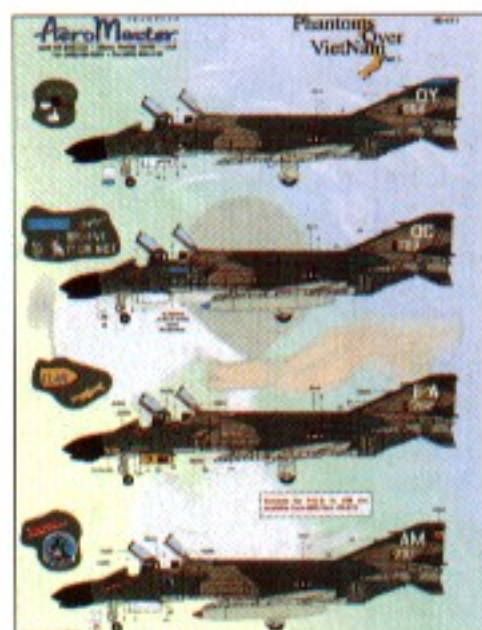
1/72nd Scale

72-174 Fortresses in the Sky

- 1. B-17G-25-BO, 42-31678, 'Little Patches', 401st BS, 91st BG, 8th AF, Bassingbourne, 1944.
- 2. B-17G, 42-39975, 'Just Plain Lonesome', 324th BS, Bassingbourne, 1944.
- 3. B-17G, 42-37779, 'Pist'l Packin Mama', 324th BS, 91st BG, Bassingbourne, 1944.

1/48th Scale

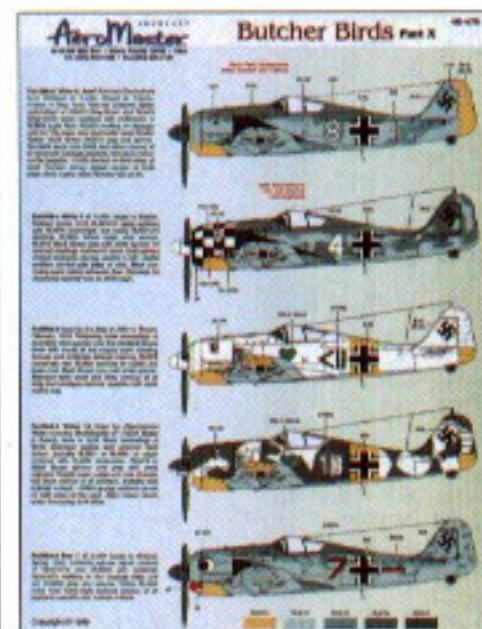
48-469 Vikings of the Fleet Pt.II



48-471 Phantoms over Vietnam Part 1



48-473 Phantoms over Vietnam Part 3



48-476 Butcher Birds Part X



72-174 Fortresses in the Sky

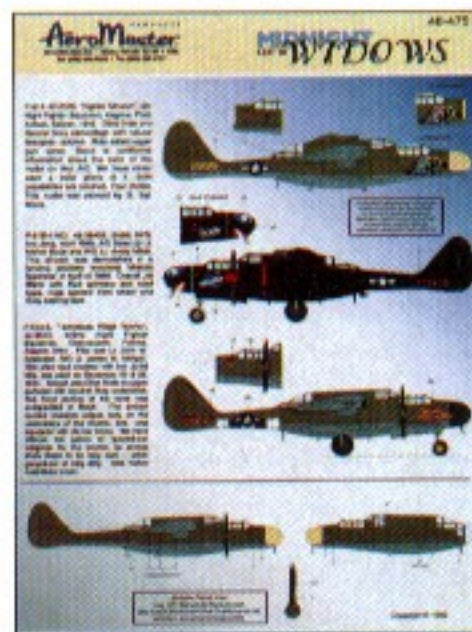
- 1. S-3A, 159411, VS-22, USS Saratoga, 1976.
- 2. S-3A, 159741, VS-28, NAS Cecil Field, Florida, 1987.
- 3. S-3A, 160586, VS-38, USS Ranger, 1989.

48-471 Phantoms over Vietnam Part 1

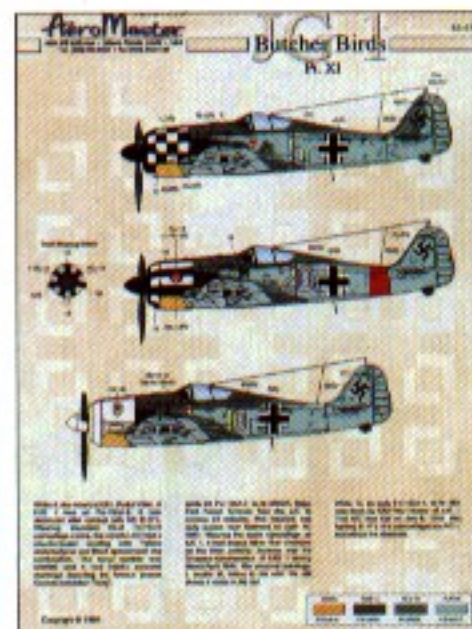
- 1. F-4D, 67-554, 555th TFS, 432nd TFW, Udorn RTAB, 1971.
- 2. F-4D, 68-723, 13th TFS, 432nd TFW, Udorn RTAB, 1969.
- 3. F-4D, 66-87882, 25th TFS, 8th TFW, Ubon RTAB, 1969.
- 4. F-4D, 62-797, 389th TFS, 366th TFW, DaNang, 1967.

48-472 Phantoms over Vietnam Part 2

- 1. F-4D, 66-8775, 'The Saint', 480th TFS, 366th TFW, DaNang, 1968.
- 2. F-4C, 64-0704, 'Shehast', 559th TFS, 12th TFW, Cam Rahn Bay, 1969.



48-475 Midnight Widows Part III



48-477 Butcher Birds Pt. XI



48-469 Vikings of the Fleet Pt.II



48-472 Phantoms over Vietnam Part 2

48-473 Phantoms over Vietnam Part 3

- 1. F-4C, 63-7604, 'Sugar Foot III', 559th TFS, 12th TFW, Cam Rahn Bay, 1969.
- 2. F-4C, 64-820, 'Numba-Wun', 405th TFW, Clark AFB, May 1970.

48-475 Midnight Widows Part III

- 1. P-61A, 42-5526, 'Nightie Mission', 6th NFS, Kagman Point, Saipan, 1944.
- 2. P-61B-1-NO, 42-39405, 'The Spook', 548th NFS, Iwo Jima, 1945.
- 3. P-61A-5, 42-5543, 'Tennessee Ridge Runner', 422nd NFS, Chateaudon, 1944.

48-476 Butcher Birds Part X

- 1. Fw 190A-2, 'White 8', 7./JG2, May 1942.
- 2. Fw 190A-4, 'White 4', 1./JG1, 1943.
- 3. Fw 190A-4, Stab/JG54, Russia, 1943.
- 4. Fw 190A-4, 'White 10', 1./JG54, Russia, 1943.
- 5. Fw 190A-2, 'Red 7', 5./JG1, 1942.

48-477 Butcher Birds Pt. XI

- 1. Fw 190A-6, 'White 5', 1./JG1.
- 2. Fw 190A-7, W/Nr. 340035, 'White 20', 1./JG1, April 1944.
- 3. Fw 190A-4, W/Nr. 583, 'White 10', 1./JG1, July 1943.

48-478 Mustang Forever Part 3

- 1. P-51D-15-NA-44, 44-14888, 'Glamorous Glen III', 363rd FS, 357th FG, 1945.
- 2. P-51B, 43-12434, 'Short Fuse Saltee', 356th FS, 354th FG, 1944.
- 3. P-51D, 44-13948, 'Arsons Reward', 353rd FS, 354th FG, 1945.

48-479 Mustangs Forever Part 4

- 1. P-51D, 44-63497, 'Angels Playmate', 353rd

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.



48-478 Mustangs Forever Part 3

FS, 354th FG, 1945.

- 2. P-51D, 44-13561, 'Short Fuse Sallee', 356th FS, 354th FG, 1944.
- 3. P-51D, 44-14426, 'Scat 5'.
- 4. P-51D, 44-72922, 'Scat VII'.

48-480 Stringbags! Part 1

- 1. Mk I, K8397, 'E4H', 813 Squadron, HMS Eagle, 1939.
- 2. Mk I, P4137, '4K', No. 820 Squadron, HMS Ark Royal, 1940.
- 3. Mk I, '4A', No. 815 Squadron, HMS Illustrious, 1940.
- 4. Mk I, K8375, '2Q', No. 810 Squadron, Palisades, 1941.
- 5. Mk I, P4127, '4F', No. 820 Squadron, HMS Ark Royal, 1940.
- 6. Mk I, V4615, '4A', No. 813 Squadron, Gibraltar, 1943.

48-481 Mitchell Collection PL.III

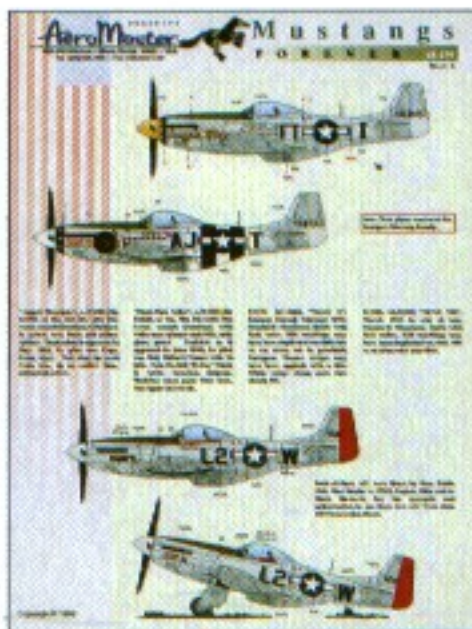
- 1. B-25D-1, 13051, 'Boom Boom', 500th BS.
- 2. B-25D-1, 15089, 'The Gay Mare', 501st BS, 1944.
- 3. B-25D, 130058, 'Lucky Bat', 499th BS, July 1943.

48-482 Mitchell Collection PL.IV

- 1. B-25D-1, 41-30019, 'Hell's Belles', 499th BS, 345th BG, November 1943.
- 2. B-25D-5, 130055, 'Rita's Wagon', 500th BS.

48-488 Stringbags! Part 2

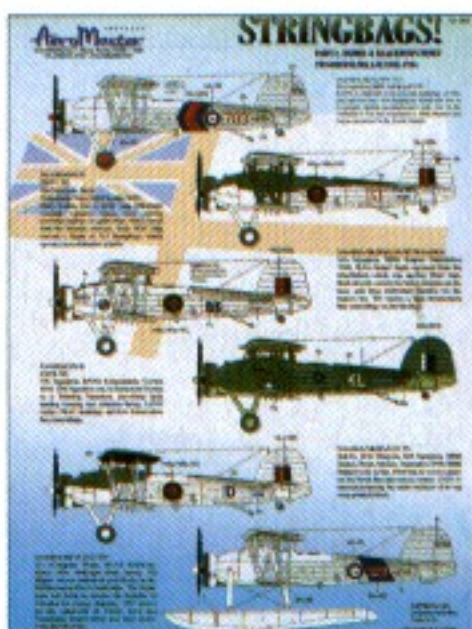
- 1. Mk I, L2733, '703', No. 814 Squadron, HMS Ark Royal, 1939.
- 2. Mk II, NF951, 'SI', No. 860 Squadron, RNeth Navy, HMS Gadila, 1944.
- 3. Mk II, LS434, 'B3', No. 836 Squadron, HMS Empire, 1944.
- 4. Mk II, LS348, 'KL', No. 756 Squadron, RNAS Katukurunda, 1944.
- 5. Mk II, LS231, 'D', No. 824 Squadron, HMS Striker, 1944.
- 6. Mk I Floatplane, L2742, '529', No. 710



48-479 Mustangs Forever Part 4



48-481 Mitchell Collection PL.III



48-488 Stringbags! Part 2

Flight, RNAS Kalafrana, 1938.

148-030

This sheet offers two complete sets of stencils for an F-16 Falcon.

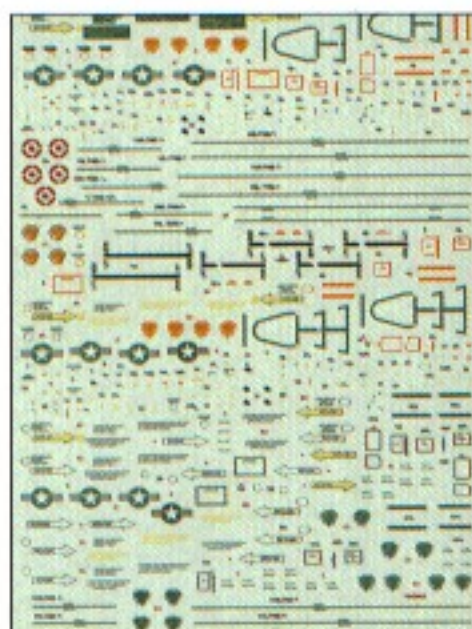
Most of these sheets offer a selection of national insignia, along with some stencils.



48-480 Stringbags! Part 1

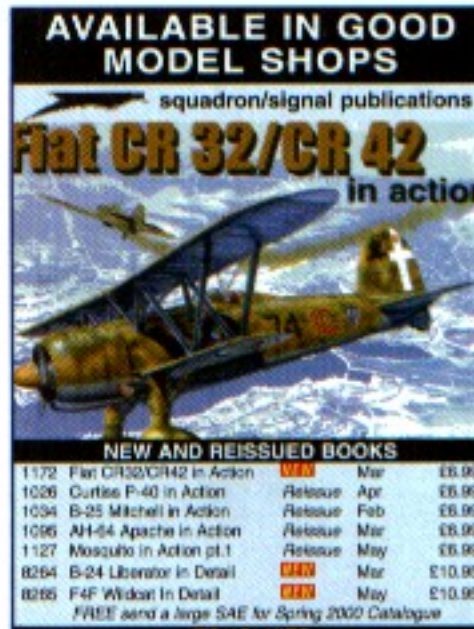


48-482 Mitchell Collection PL.IV



148-030 F-16 Falcon Stencils

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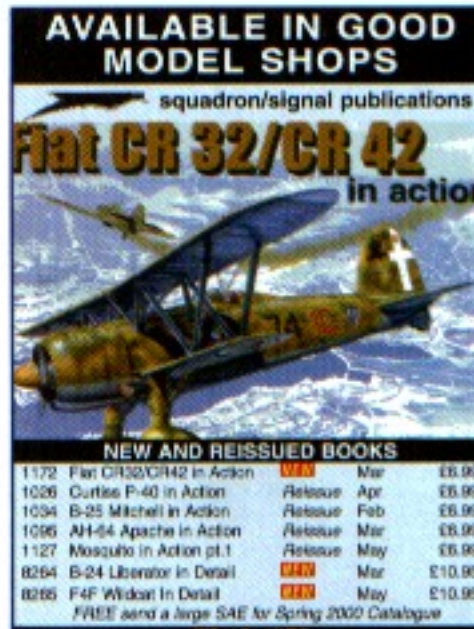


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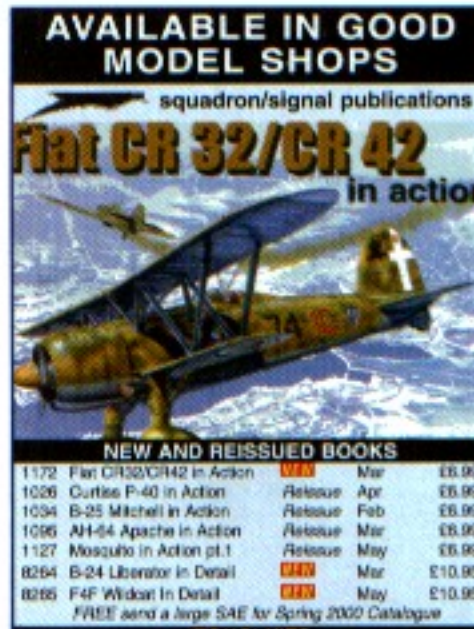


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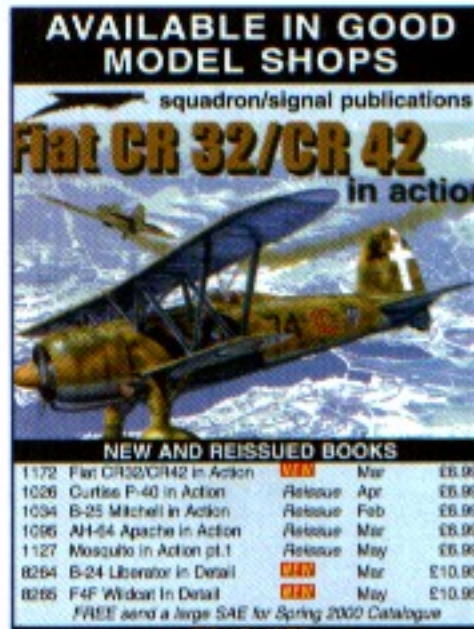


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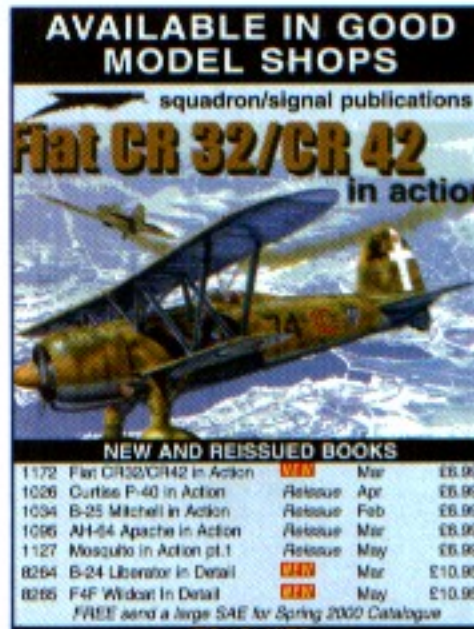


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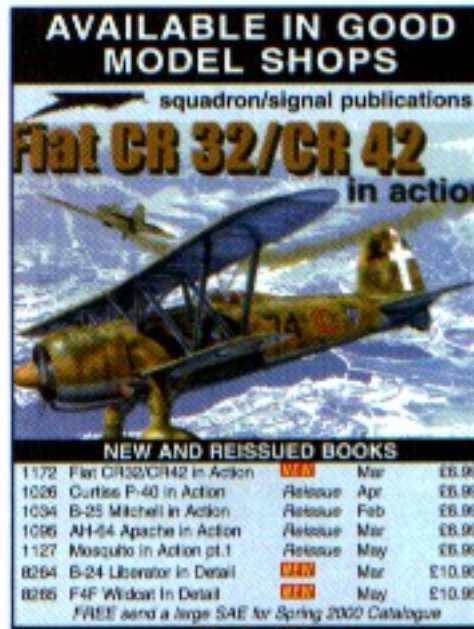


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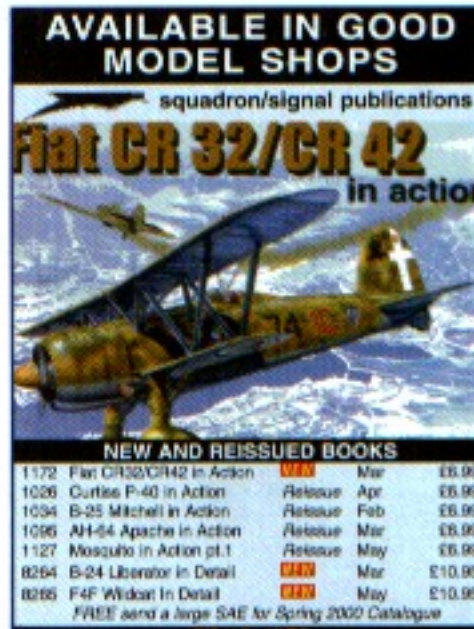


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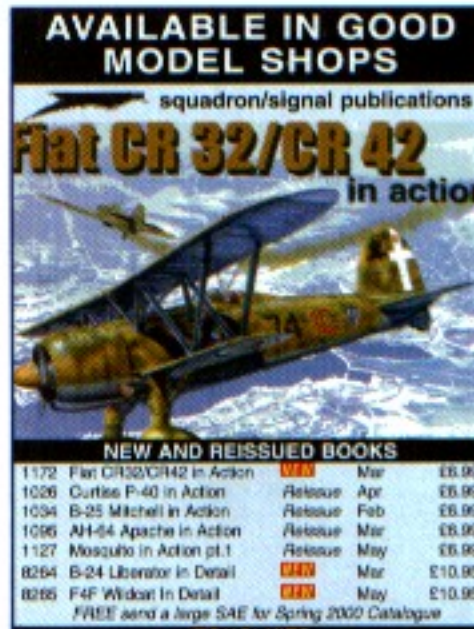


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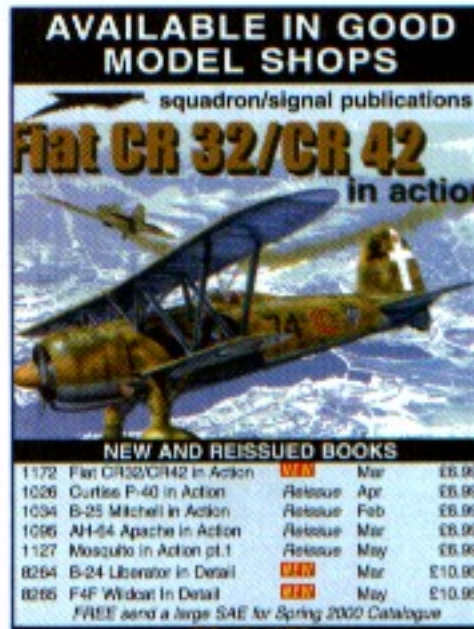


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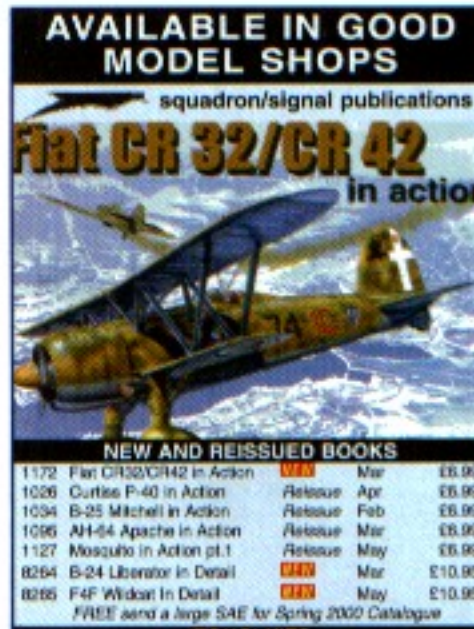


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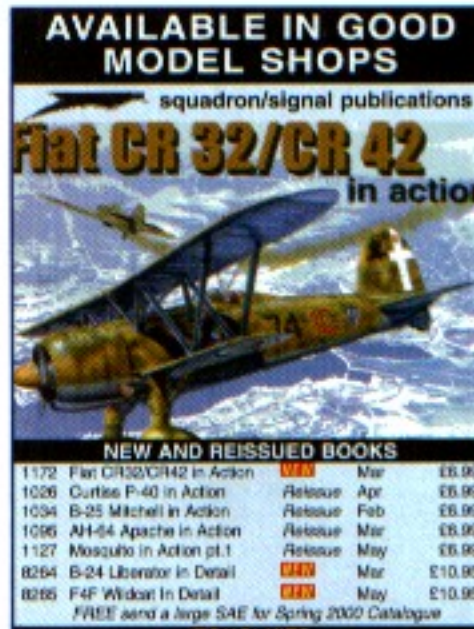


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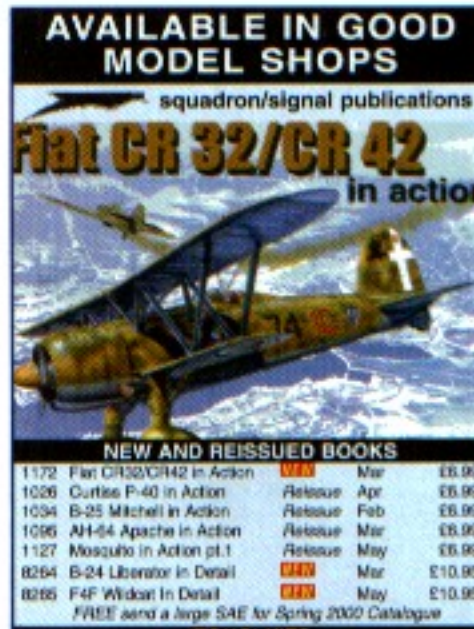


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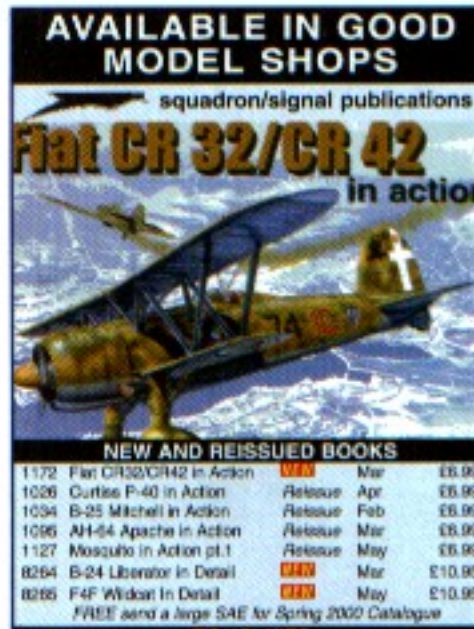


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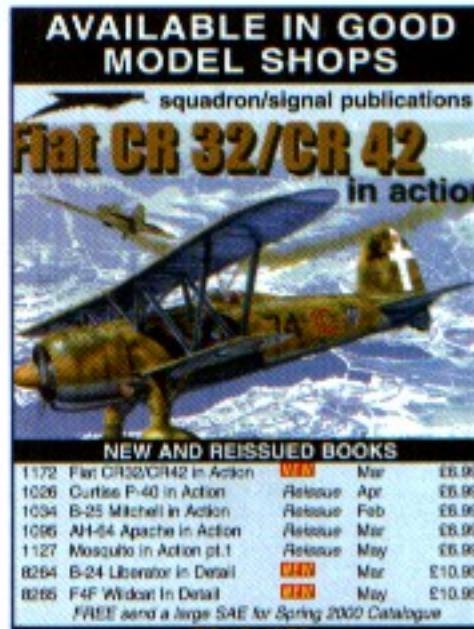


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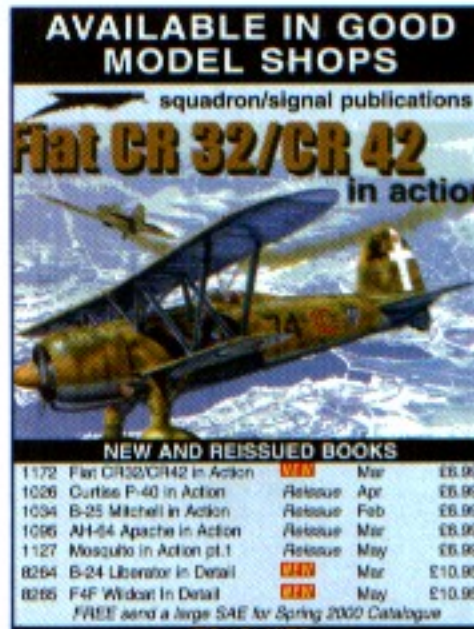


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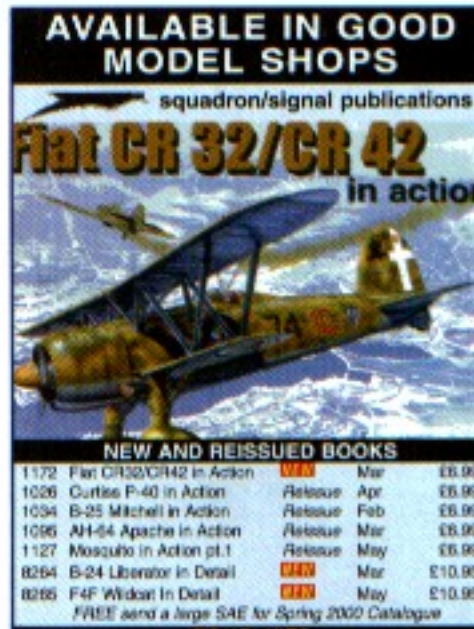


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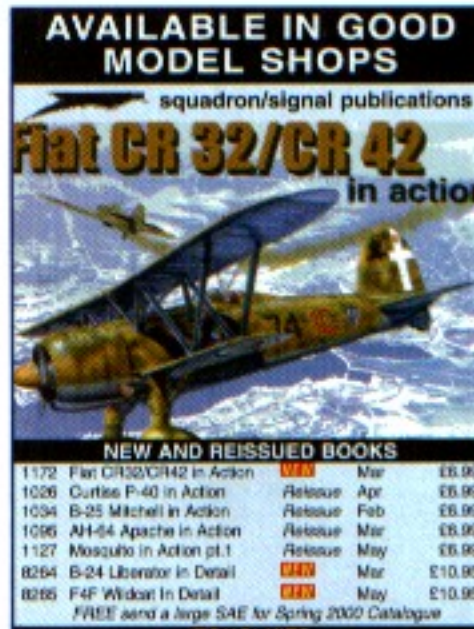


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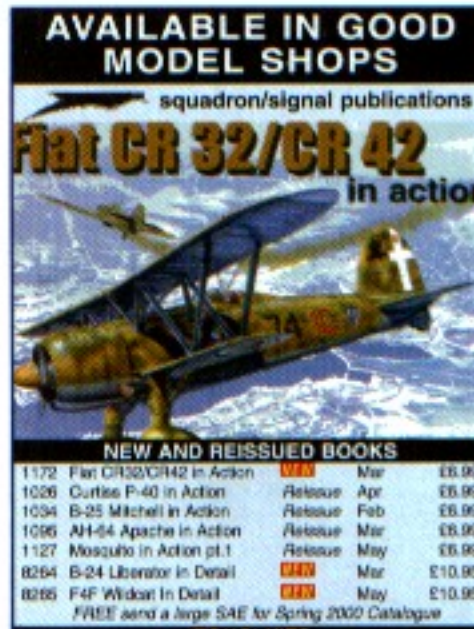


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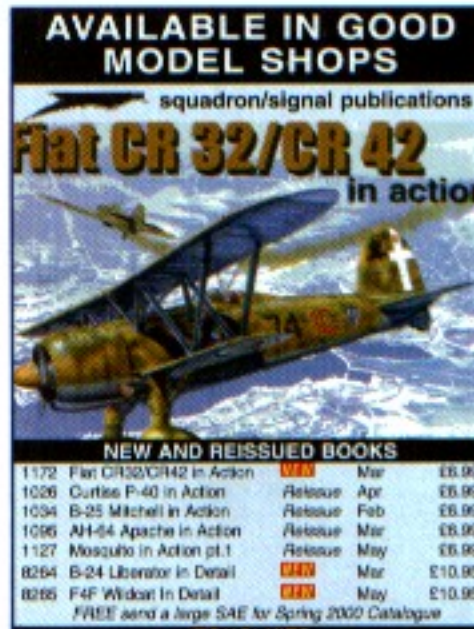


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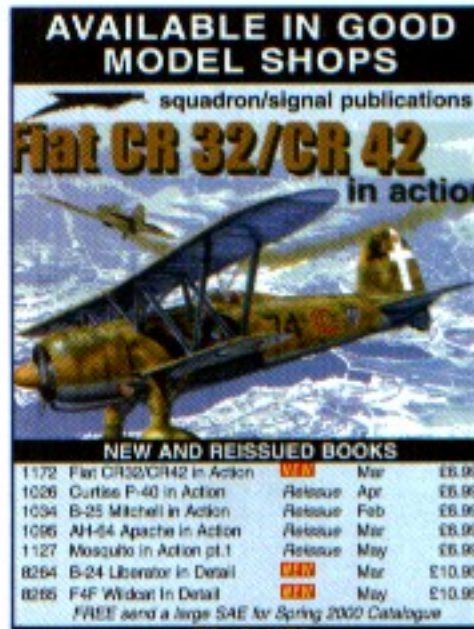


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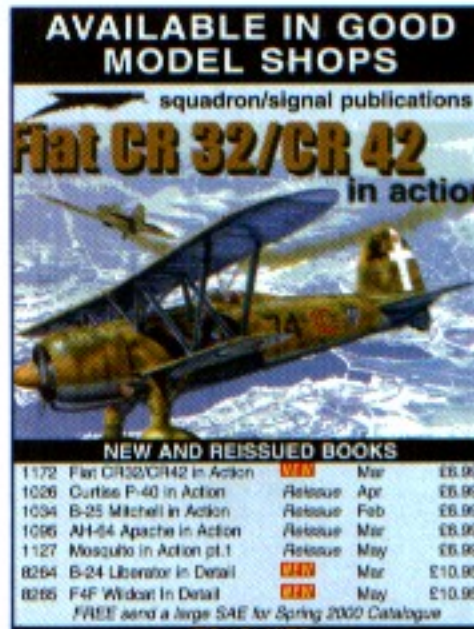


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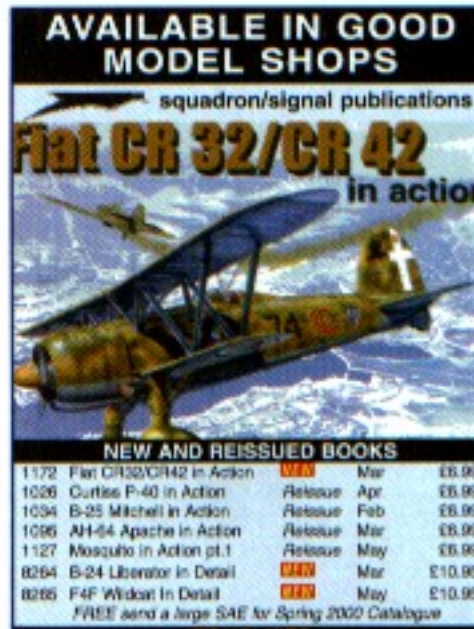


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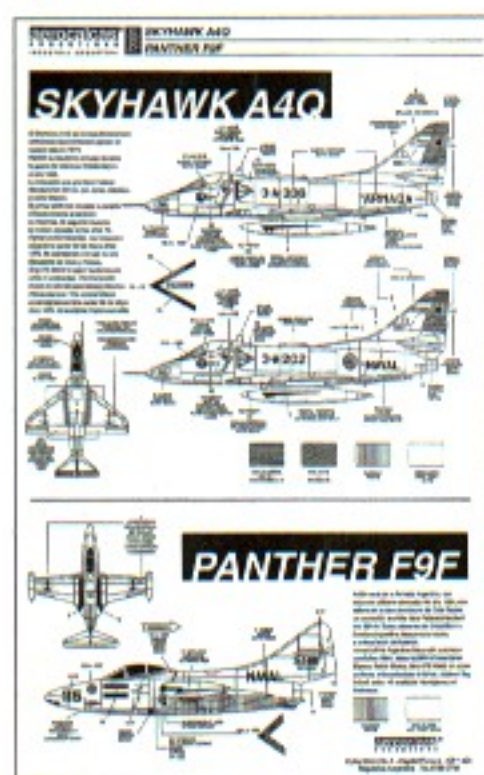
148-030 F-16 Falcon Stencils



AeroCalcas Argentinas

This is a new name to us, but as you can tell by their name, they produce decals of Argentinian subjects, and three of their sheets have been passed directly to us for review.

1/72nd Scale



72001

72001

- 1. Douglas A-4Q Skyhawk, 3-A-306 aboard the carrier ARA 25 de Mayo during the Falklands War.
- 2. Douglas A-4Q Skyhawk, 3-A-202 aboard the carrier ARA 25 de Mayo, circa 1970.



72004

- 3. Grumman F9F Panther, 3-A-115, Argentine Navy, based at BAN Comandante Espora, Bahia Blanca in 1964.

72004

- 1. Gloster Meteor F Mk IV, C-090, Escuadrilla Acrobática 46 (Acrobatic Squadron 46), Carrasco Airport, Uruguay, 1964.
- 2. Dassault Super Etendard, 3-A-202, 3rd



72005

Escuadrilla de Caza, onboard the carrier ARA 25 de Mayo, Falklands War.

- 3. N.A. T-28 Trojan, A-09, 2nd Escuadrilla de Ataque, onboard the carrier ARA 25 de Mayo.

72005

- 1. Consolidated Catalina PBY-5A, 2-P-10 operated by the Sea Float.
- 2. Douglas A-4C Skyhawk, Malvinas (Falklands) War. There are three options offered here; C-322, C-302 & C-306.
- 3. Sikorski S-55, 4-H-12 of the Argentine Navy in the early 1960s.

Conclusion

All of these decals come with clear black and white colour instructions and decal placement charts that are in Argentinian and English. The decals themselves are well printed, with clear, glossy carrier film on each image. Register and colour density look very good.

These sheets are certainly to be recommended and I am sure any Argentine Air Force and Navy fans will be pleased to see this subject matter being covered.

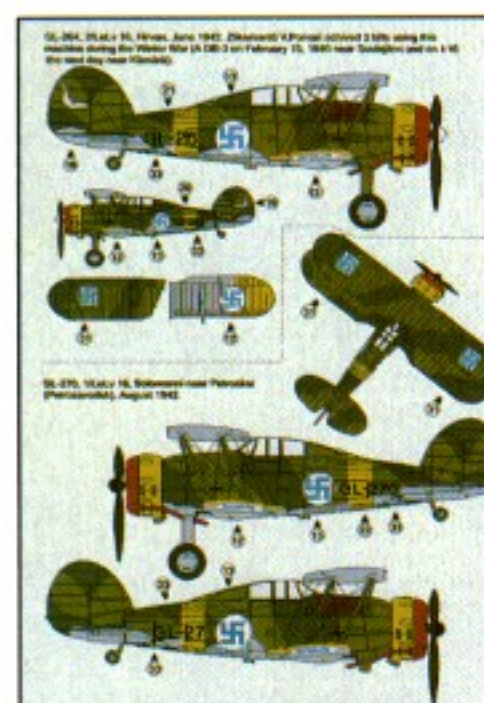
At present there is no UK stockist of this range, as far as we are aware, so all potential customers will have to contact AeroCalcas directly.

Our thanks to AeroCalcas for the review samples.

AML Decals

This is the first couple of decal releases by this Czech firm, and they have been produced by Tally Ho!

1/72nd Scale



Some of the Gladiator options on 72001

72001 Gloster Gladiator

- 1. Mk I, GL-275, 1/LeLv 16, Finnish Air Force, based at Viiksjärvi, February 1943.
- 2. Mk I, 'Yellow F' of F.19, Swedish Air Force, March 1940.
- 3. Mk I, GL-273, 1/LeLv 16, Finnish Air Force, based at Haarajärvi, August 1941.
- 4. GL-264, 2/LeLv 16, Finnish Air Force,

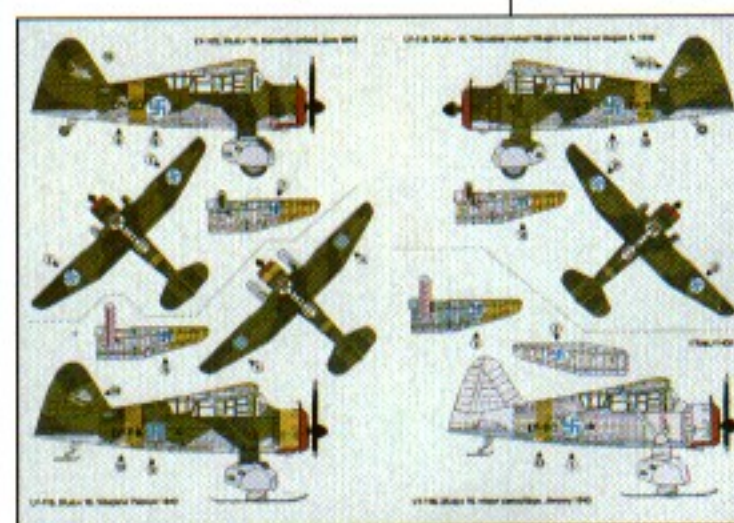


based at Hirvas, June 1942.

- 5. GL-270, 1/LeLv 16, Finnish Air Force, based at Solomanni near Petroskoi, August 1942.
- 6. GL-273, 1/LeLv 16, Finnish Air Force.
- 7. GL-265, 1/LeLv 16, Finnish Air Force, based at Vitka near Karhumäki, June 1942.
- 8. 'Yellow F', 248 of F.19, Swedish Air Force, Veitsiluoto AB, January 1940.

72002 Westland Lysander

- 1. LY-120, 2/LeLv 16, Finnish Air Force, based at Nurmoila airfield, June 1942.



Some of the Lysander options on 72002

- 2. LY-119, 2/LeLv 16, Finnish Air Force, based at Viiksjärvi, February 1942.
- 3. LY-116, 2/LeLv 16, Finnish Air Force, January 1943.
- 4. LY-118, 2/LeLv 16, Finnish Air Force, Viiksjärvi AB, August 1942

Conclusion

Each of these sheets also includes a full set of stencils and the colour instructions include clear diagrams as to their placement. The decals themselves are produced by Tally Ho!, so are up to their

usual very high standards with perfect register and colour density and very little excess carrier film. We are unsure of any UK stockist of this range at present, but they may be available via AML's kit stockists.

Our thanks to AML (via Tally Ho!) for the review samples.

Joe's Models

This American Hobby Shop has just released a sheet of 1/72nd scale prototype 'Ps'. The 200mmx90mm sheet offers 101 'Ps', but only 70 yellow circles in which to put them. Because the specification for the application of the markings was only ever made in writing, with no diagrams etc, there is a wealth of variations on the theme, and so this

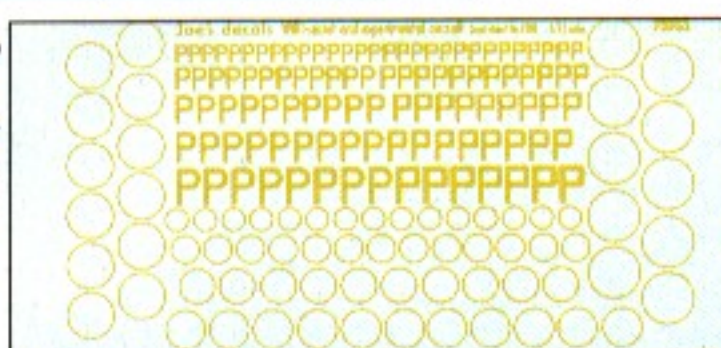
manufacturer has included a number of styles on the sheet.

Conclusion

This is an excellent sheet, and one many will have been looking for for a number of years. The only drawback is that the carrier film is continual, so all images have to be trimmed carefully, and that is a time consuming, and, with the separate P and circle elements of these markings, very complex task. The price

of this sheet is just \$4.00 inc postage and those wanting to obtain copies can contact Joe's Models directly. UK stockist for the range is Hannants, who currently list this sheet at £5.50.

Our thanks to Joe's Models for the review sample.



7201 - WWII Secret & Experimental Aircraft

BlackMagic

The latest additions to the BlackMagic range of die-cut masks from Cutting Edge include the following.

1/72nd Scale

CEBM72105
HUP-2/CH-25 Canopy & Wheel Hub Masks
(Interavia) \$5.99



1/48th Scale

CEBM48372
Aichi E13 'Jake' Canopy Masks (Nichimo)
\$5.99



CEBM48376
A6M Zero Canopy & Wheel Hub Masks
(Tamiya) \$4.99
EBM48400
Yak-9 Canopy & Wheel Hub Masks (ICM)
\$4.99



1/32nd Scale

CEBM32045
MiG-15/MiG-15bis/F-2/J-2 Canopy Mask
(Trumpeter/Frog) \$5.99



CEBM32049

MiG-15/MiG-15bis/F-2/J-2 Wheel Hub Masks
(Trumpeter/Frog) \$1.75



CEBM32048

Ki-43 Oscar Canopy & Wheel Hub Masks

Tally Ho!

This month Tally Ho! have released a new set of die-cut masks in their ProMask 2005 series.

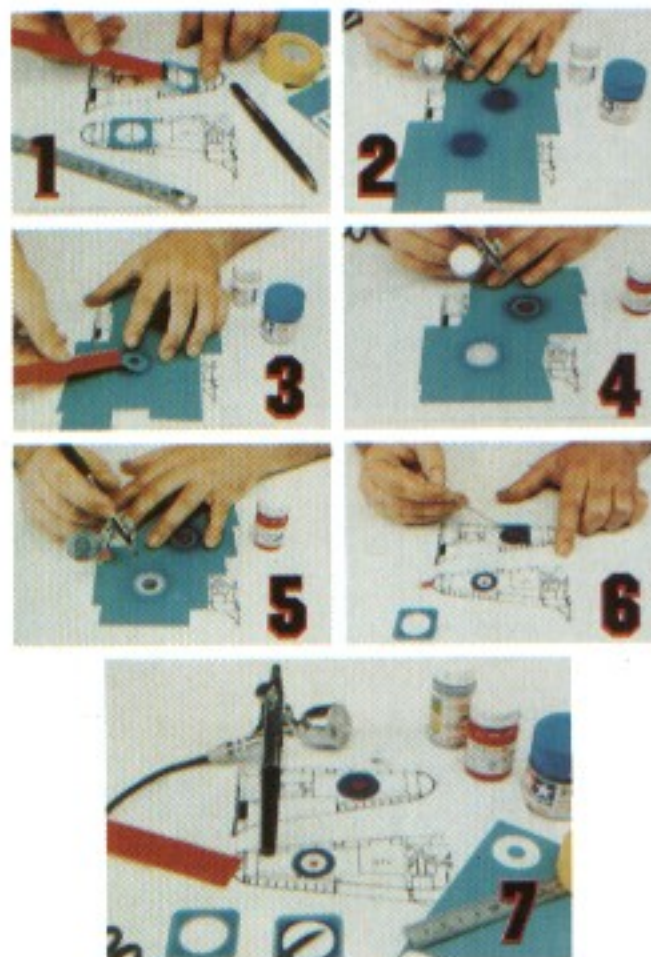
This set (#P48 023) deals with the Fairey Swordfish and offers die-cut masks for all the roundels and tail flashes applied to the type.

Of course this set is designed for the recent Tamiya kit, but could also be used by those of you with an MDC kit in the loft as well.

Our thanks to Tally Ho! for the review samples.

Worldwide Enquiries: Tally Ho! spol s.r.o

The ProMask 2005 system



(Hasegawa) \$6.99



1/24th Scale

CEBM24008
P-51D Mustang Canopy & Wheel Hub Masks
(Airfix) £6.99

Our thanks to Cutting Edge for the review samples.

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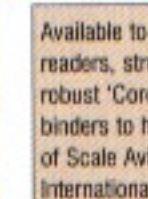
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Classic Claude

Classic Airframes



by Richard A. Franks



Introduction

This feature deals with the A5M4 version of this Mitsubishi design. The type was developed as a direct result of operational changes in the Sino-Japanese conflict, when the Chinese forces removed their aircraft from within the effective operational radius of the A5M2b version. The A5M4 is identical externally to the A5M2b, but was fitted with a 160lt (35.2Gal) drop tank to extend its operational range. Of all the Navy Type 96 Carrier Fighter variants (A5M1 to A5M4), the A5M4 was built in the largest quantity. It

reached frontline units in China in 1938, and remained in production until 1940. This type was being phased out of frontline service by 1941, although the Allied forces still believed the bulk of the IJN to be equipped with it, so it was issued with the Allied code name Claude. The type never took part in any frontline action against the Allied forces in World War II, and most A5M4s were relegated to second line duties and training units.

The Kit

To date there have only been a few kits of the Claude in 1/48th scale, two in resin and one as a vac-form. The resins were by Racoon and Planes with Pants, but I can't recall the manufacturer of the vac-form. Classic's kit is in their usual style, offering limited-run injection moulded plastic parts

with fine, recessed panel lines. The detail parts for the cockpit and engine are supplied in resin, and these are made for Classic by CMK in the Czech Republic. The package is completed with an excellent decal sheet, two vac-formed canopies, instruction sheet and colour painting and marking diagrams.

Construction

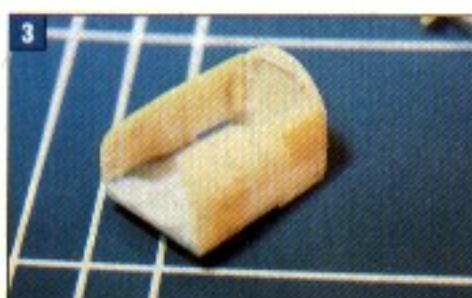
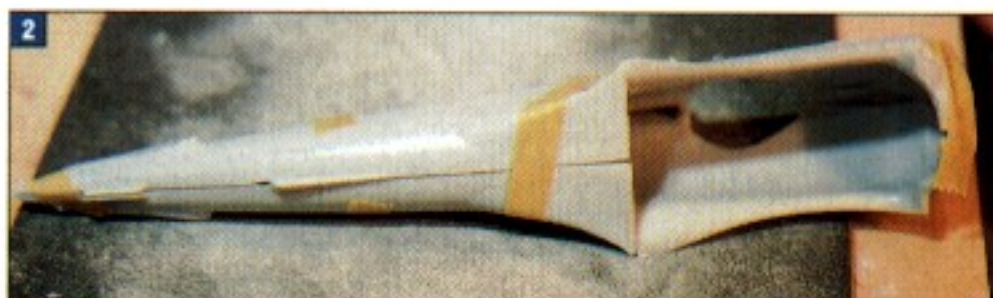
My first job was to separate the fuselage halves (Pt A3 & A10) from the sprues (using a razor saw) and test fit them (See Photos 1 & 2). As you can see the fit was not that bad, even directly off the sprues, so a little sanding of the mating surfaces on wet'n'dry taped to a block of wood soon smoothed everything down.

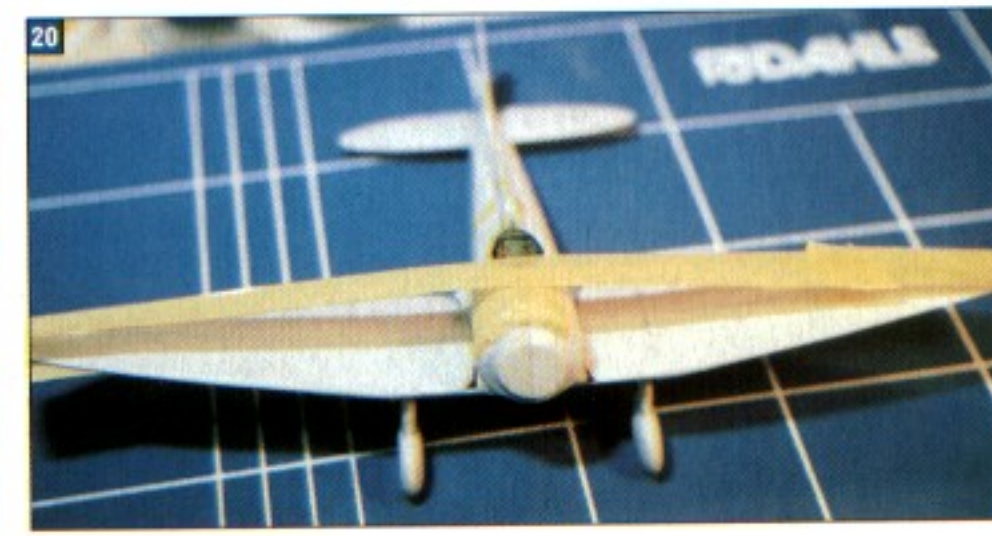
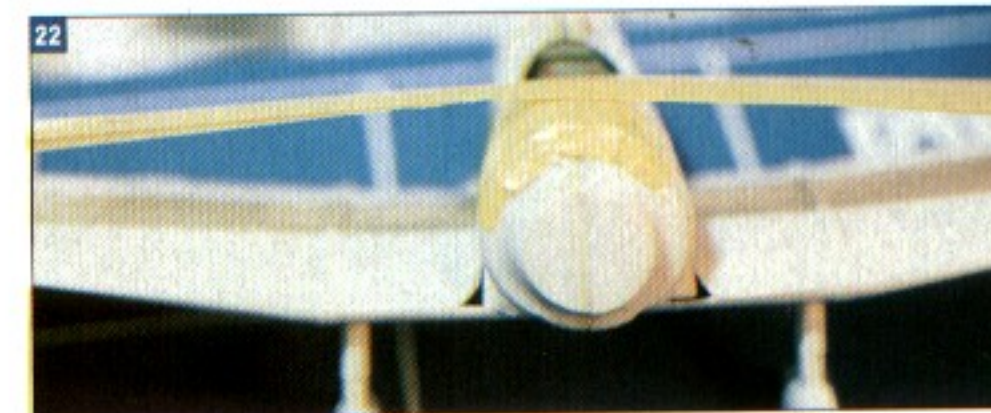
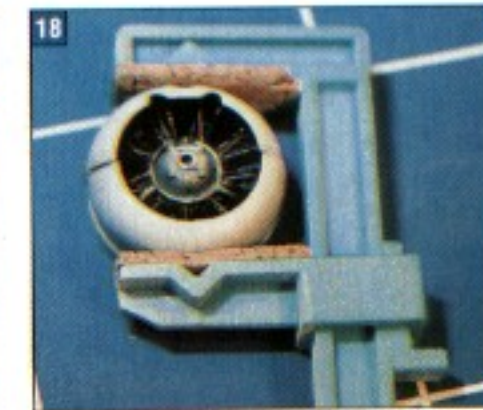
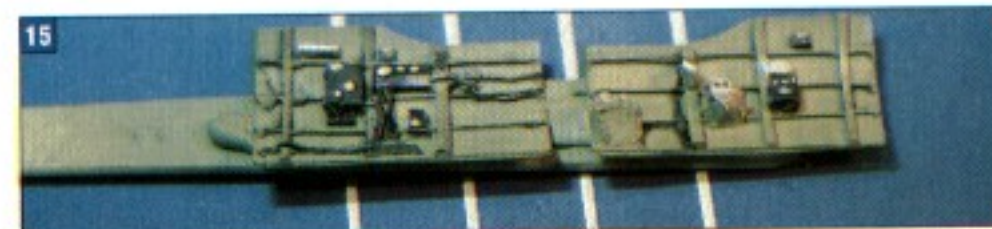
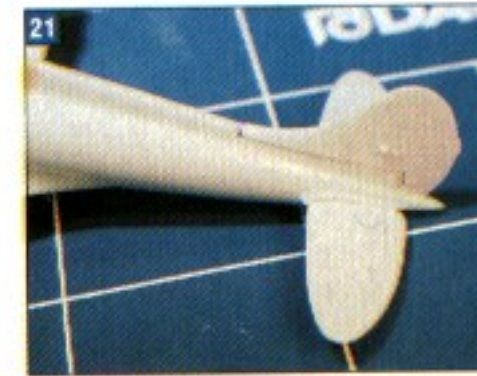
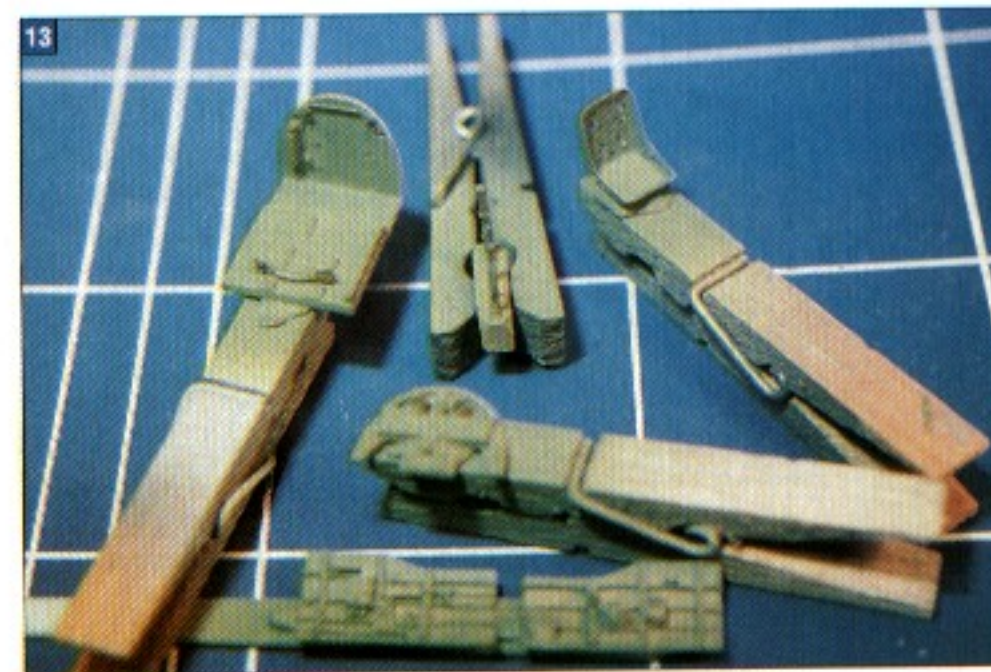
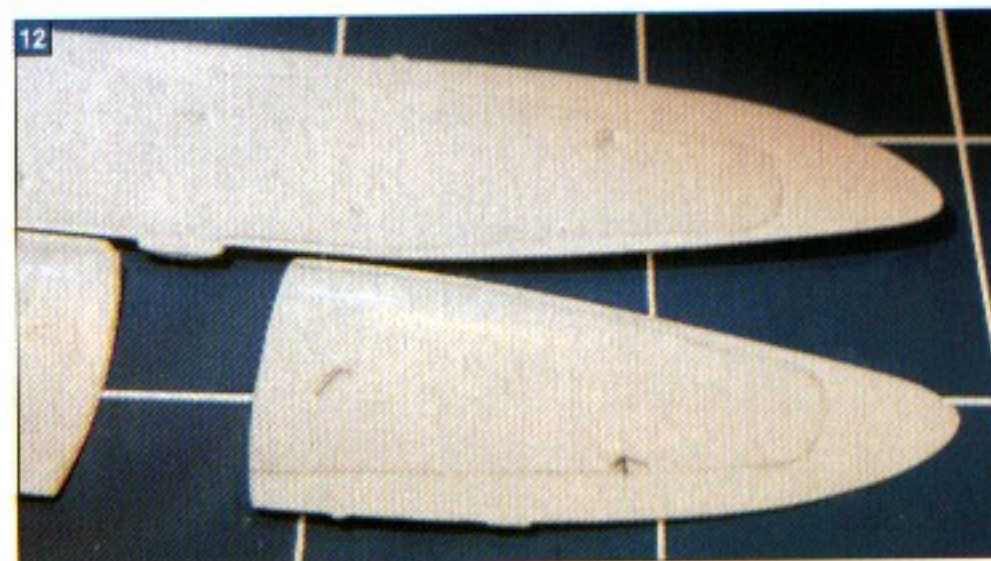
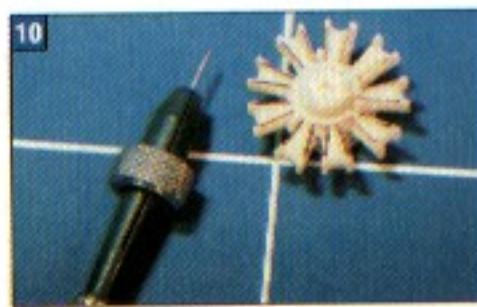
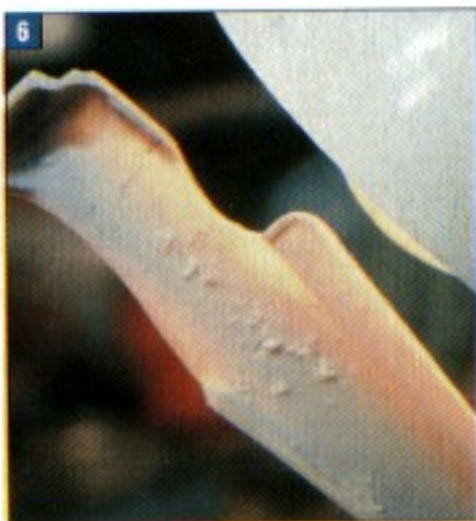
My attention next turned to the cockpit interior, which is made up of resin and

Technical Data

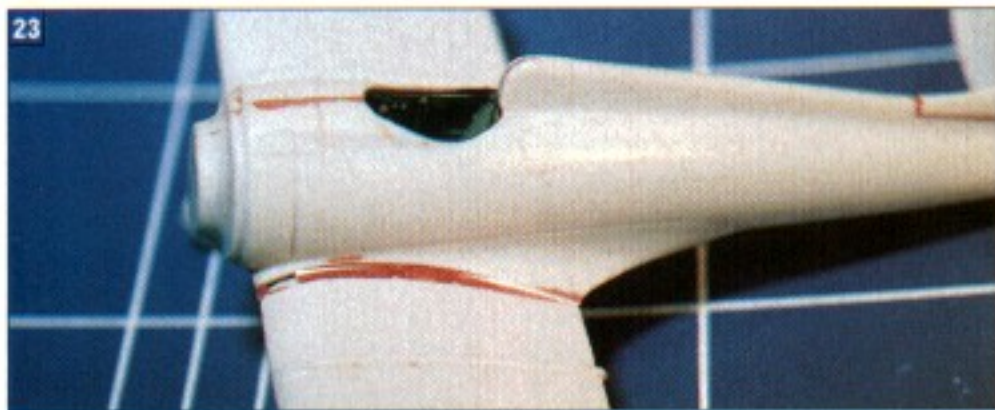
Mitsubishi A5M4 Claude
Manufacturer: Classic Airframes
Scale: 1/48th
Price: \$29.95
Kit No.: 427
Panel Lines: Recessed v
Status: New Tooling v
Type: Limited-Run Injection Moulded Plastic, Resin & Vac-formed Clear
Parts: Plastic 22, Resin 31, Clear 2
Decal Options: 2
Manufacturer: Classic Airframes
Obtain in UK via: Hannants

plastic components. The floor (A14) is plastic, but the rear bulkhead (R10), sidewalls (R1 & R2) and instrument panel (R9) are all resin. These need to be removed from their casting blocks then carefully sanded. This is best done with wet wet'n'dry





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paper, as this reduces the dust, but you need to preserve the curvature of the units so they will fit into the fuselage. With this done I taped the assembly together (See Photo 3), then offered it up to the fuselage halves. As you can see the unit, as supplied, forced the lower seam apart (See Photo 4) as well as not going high enough within the fuselage when viewed from the top (See Photo 5). I untaped the resin cockpit components, then resting each sidewall in place, marked their edges onto the fuselage sides with a marker. Scraping back these areas was undertaken with a heavyweight blade in an X-Acto handle, and as I progressed I held the unit up to a strong light source, and this illuminated how thick the remaining plastic was (See Photo 6). When I was satisfied that the area was thin enough, I held it up to the light and viewed it from the outside. Hopefully in Photo 7 you can see the straight edges of the thinned areas of the cockpit through the plastic. The interior needed a few more test fits and some further thinning in specific areas, but in a couple of hours it all fitted nicely. The only thing you will need to do is add the 10 thou strip of plastic to the edges of R1 and R2 where they join to the floor (A14), as otherwise they will not sit far enough up in the finished cockpit and there will be gaps between the resin interior and the upper edge of the injected fuselage.

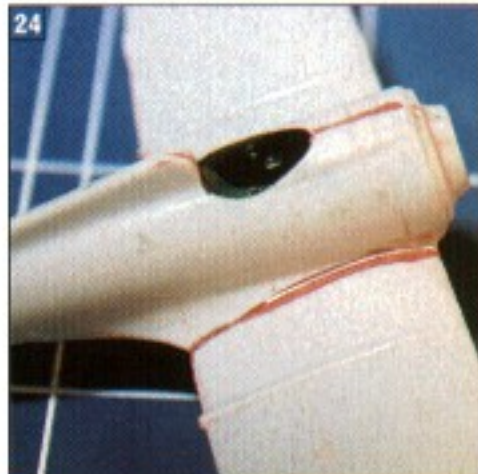
The Engine

The kits features a multi-part, and beautifully cast, Kotobuki 41 nine-cylinder radial engine. The main casing (R3) needs a little cleaning up and the rear face sanding smooth. To this are added the separate cylinders. I separated these from their casting blocks with a Tamiya saw (See Photo 8). The engine itself was then rapidly assembled (Photo 9). Each cylinder was drilled at the correct location with a 0.3mm drill bit and a length of 5 amp fuse wire was secured in position (running back to the ignition harness which runs around the reduction casing). Push-rod tubes were also installed, being made from lengths of thick wire. Attaching these can be fiddly, but I use an old pin held in a pin vice as a superglue applicator (See Photo 10) and this seems to ease the whole process. Later on I would paint and dry brush the whole unit, but more on that later.

Wings

The first thing to do here is separate the parts (B1, B2 & B3) from the sprues (Photo 11), and then deal with the prominent ejector tower marks (Photo 12). I simply snipped the main area off with sprue cutters, then scraped the rest off with the

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X-Acto knife. The leading and trailing edges of the wing panels have to be sanded back like a vac-form to get a more realistic look. This is done in stages on a piece of wet'n'dry taped to a flat surface and used dry. The extent of the areas that have to be sanded can be seen marked off in photo 12. Take your time with this process, and keep re-checking the assembly, just to ensure the trailing edges get nice and thin.

Painting

Now was the time to start painting. The resin cockpit components were sprayed with a lightened mix of RAF Interior Green (Photo 13), whilst the engine and cowl interior were sprayed Matt Black (Photo 14). Once dry, the sidewalls were detail painted in silver, aluminium and black, and then a wash of black ink was applied to accentuate the detail (Photo 15). The rear bulkhead (R10) and floor (A14) had been glued together and tacked into the fuselage halves to set before they were painted. I also added the seat unit, and once these were painted and dried, some seat belts from the Eduard IJN Seat Belt set (48-282) were installed (Photo 16). The resulting cockpit interior components looked quite good when they were all brought together (Photo 17).

The engine had the cylinder heads picked out in aluminium, and the reduction casing in Tamiya Metallic Grey, and then the whole assembly was test fitted into the pre-painted cowl halves (A1 & A2).

Assembly Again

The test fitting of the engine in the cowls proved that without modification, the cowl interior was too small a diameter. As I did not want to scrape plastic away from the pre-painted interior of the cowls, I opted for a simple (but inaccurate) solution of adding some plastic spacers at the joins. These turned out to be just 10 thou a side, so were not that noticeable, and all I would advise you to do is ensure that the engine is correctly orientated for the fitment of the machine gun barrels at a later stage. Once I was satisfied with all this, the spacers were

painted black and the cowl glued in place around the engine and clamped together overnight (Photo 18).

The undercarriage spats (B5, B6, B7 & B8) were cleaned up and assembled, and, once I was satisfied with their angle in relation to the wing, were cemented onto it. Initially I had intended to add pins to the tailplane joints, but in the end these were sanded to the correct profile and I just used a good layer of liquid cement to get a good bond (Photo 19). Assembly was now moving apace, so I secured the wing assembly in place, and used tape from tip to tip to get some tension into the assembly as it set (See Photo 20). The vertical tail (A5) is also a simple butt join, and after sanding it to shape, it was secured in place (Photo 21). By this stage it was possible to see the gaps that resulted at each of these major assemblies. The most prominent was at the wing fillet on the leading edges (Photo 22), but there were also bad ones at the trailing edge underneath and on the vertical fin. The wing root was packed with strips of plastic card, then a little liquid glue was applied. Once this was dry, filler was layered into the gaps and left to harden. Once dry these areas were sanded down with wet'n'dry used with lots of water. The fillets initially looked acceptable (Photos 23 & 24), as did the ventral area by the wing trailing edge. The forward section of the underneath of the centre section did not look too good though (Photo 25). More sanding in these areas resulted in some of the upper wing fillet filler stressing and cracking away (Photo 26). Regardless of this, and because it was getting difficult to see what was being achieved, I primed the whole model with Halford Grey Plastic Primer. This highlighted the cracks at the wing fillets (Photos 27 & 28) and these were cured by the application of a gel type superglue which, when dry, was sanded smooth. The underneath of the fuselage was looking better though (Photo 29) and after a final scraping of filler I was quite happy with it.

The vertical fin was another matter though, as there was a pronounced step on one side (Photo 30). This was scraped and sanded smooth, before a little filler was applied and once dry, the whole area was re-sanded (Photo 31). During this final filler application to the vertical fin, a final application was made on those wing root fillets (Photos 32 & 33). All these areas were later sanded smooth and the whole model was given another coat of Plastic Grey Primer and all the panels lines removed in the sanding process were reinstated with a scribe or a scalpel.

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One area I did want to replace on the kit were the moulded tip lights. These areas were cut away from the kit's wings, then a length of clear plastic stock was superglued in place (Photo 34). I would have preferred to have had coloured plastic, but did not have any at the time. This was left to set overnight, and then the excess plastic was carefully cut away. The final stage was to reprofile the light to the contours of the wing using finer grades of wet'n'dry paper (Photo 35), before restoring the clarity of the clear plastic with Final Touch canopy polish.

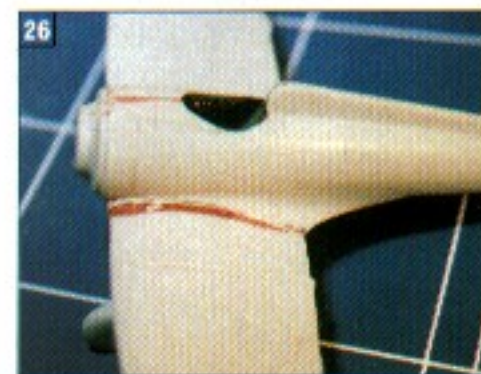
The Canopy

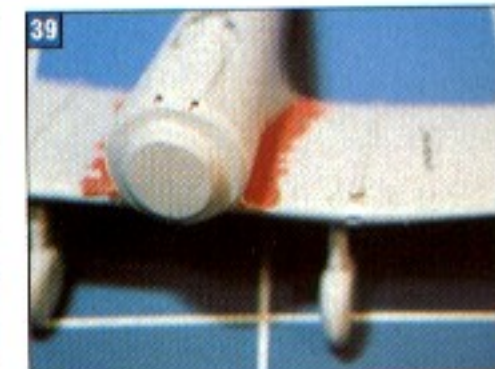
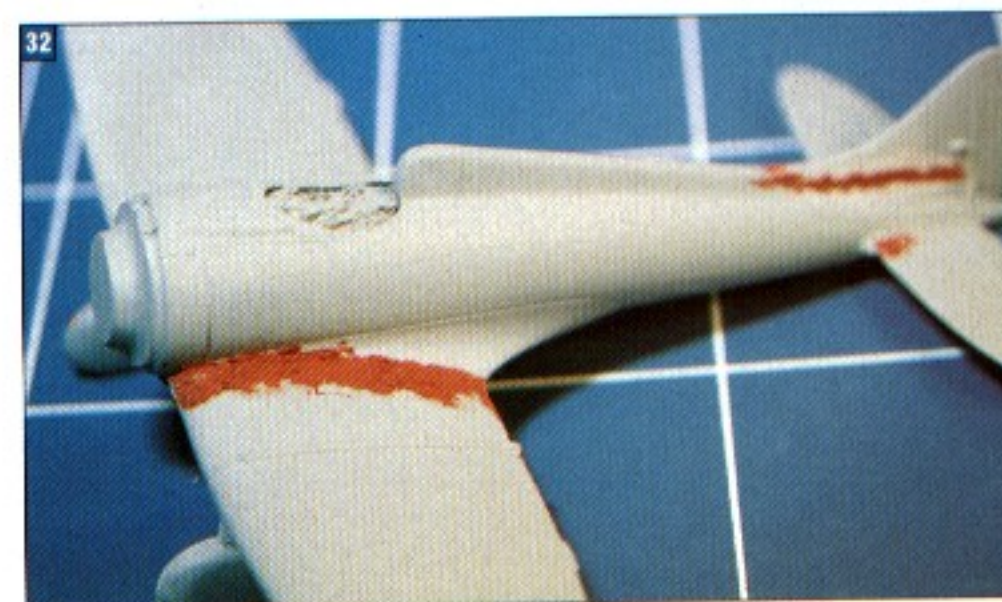
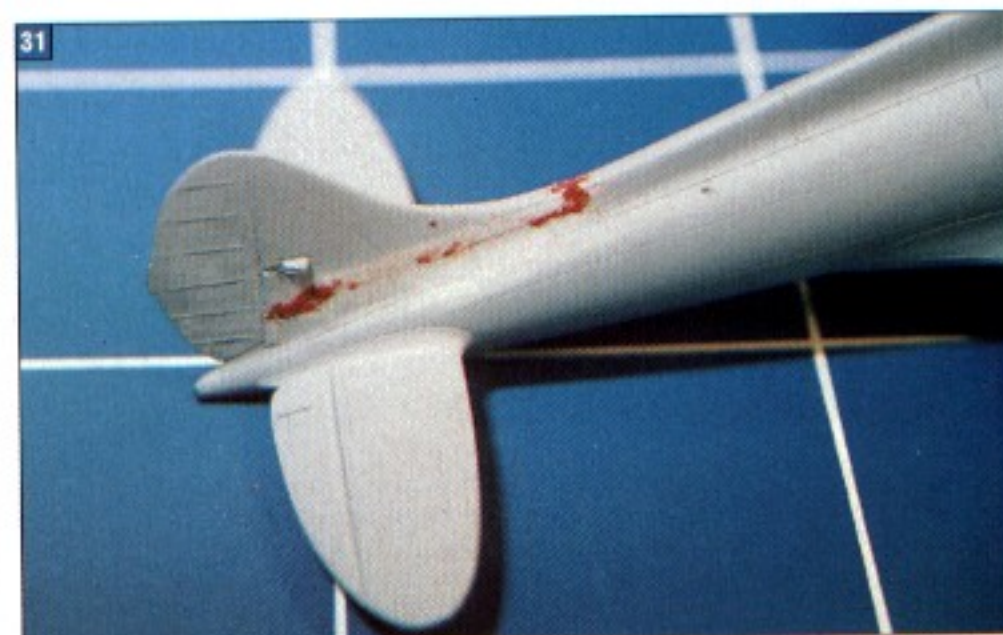
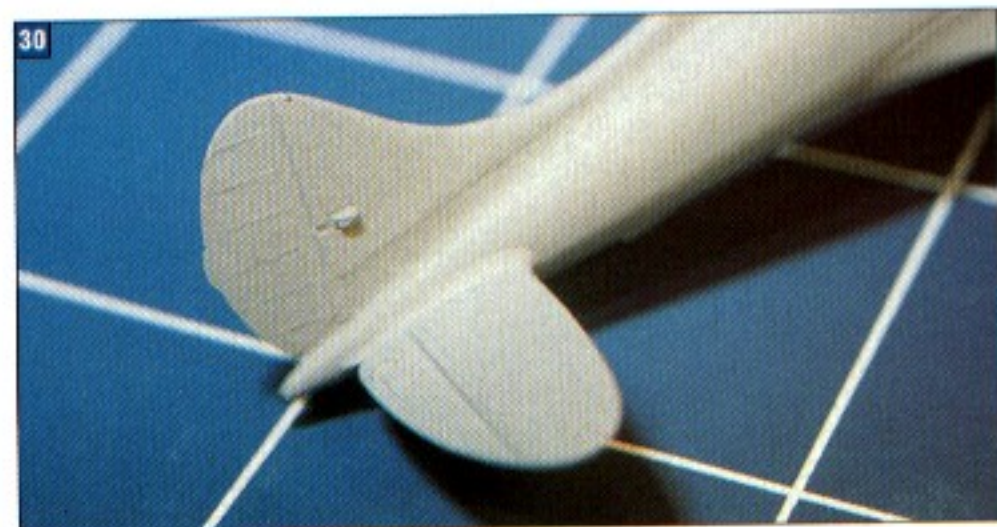
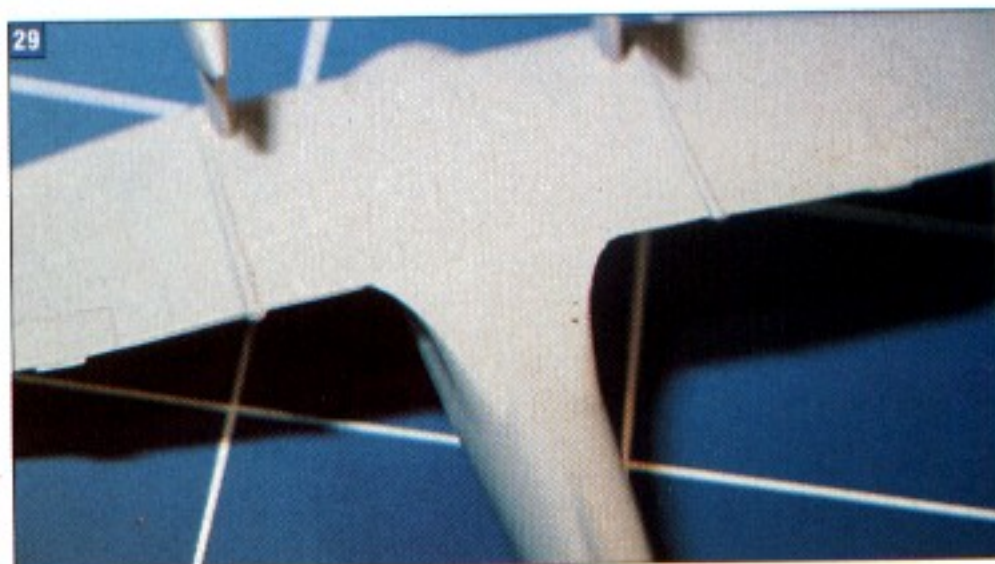
This is a small vac-formed item, of which two are supplied in the kit (just as well, as I managed to crush one!). Initially I just roughly trimmed the unit from its backing sheet, then I carefully painted around the edges with Matt Black (Photo 36). This allows you to keep a close eye as you trim the unit to its final shape, because as you move nearer the lines, the more difficulty you will have in seeing them, and I find that the demarcation between clear plastic and the black painted areas is always very sharp. Once cut out I thought about various ways to mask the unit, and in the end opted for Bare-Metal Foil. Patches of this material were laid over the canopy, and then they were carefully trimmed to shape. This took no time at all, and because of the thin nature of the foil, you can easily see and follow the lines engraved in the vac-formed canopy (Photo 37.)

Other Tasks

As I had the Bare-Metal Foil out for the canopy, I also opted to use it to replace the moulded panels on the drop tank, which had been partially removed during the sanding process. Strips of the correct width were cut and then laid around the unit, and the end result was quite effective (Photo 38). I was also concerned with the sanding at the wings leading edge, which had resulted in the 'flattening' of the strip that covers the joint between the centre section and the outer wing panels. I did consider using a thicker gauge of adhesive foil (the type used

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by R/C aircraft modellers), but I could not find any at the time, so used the standard Bare-Metal Foil, cut to strips and wrapped around the leading edges (Photo 39).

The final job before my thoughts turned to painting was the pitot tube. This is supplied as resin (R7), but this is best binned and replaced with tubing and wire. I drilled the pitot's location in the leading edge of the starboard wing with a 0.8mm drill, then cut a length of 0.7mm diameter tubing from the Minimeca Modellismo set No. 125 (0.7mm x 250mm). Inside of this a length of thin brass wire was installed and the whole unit was test fitted, but not glued in place (Photo 40). This was removed for the painting stages, and was only reinstalled after all the painting and decals were applied.

The canopy was now attached, the cockpit and canopy were masked with damp tissue paper, and the whole model was sprayed with Halford Aluminium (Photos 41 & 42).

Decals

These have been produced in America for Classic by Microscale. They are excellent, with perfect register and colour density and the kit gives you the following three options.

- 1. A5M4 flown by 1/C Hideo Owishi on board the IJNAF carrier Soryu, 1938
- 2. A5M4 flown by Flight Leader Tamotsu Yokoyama, on board the IJNAF carrier Soryu, November 1938.
- 3. A5M4 flown by 1/C Matsuo Hakiri on board the IJNAF carrier Soryu, 1938.

Option 1 is in plain bare metal with the black engine cowling and red tail and fuselage bands of that group, but the other two are in this odd 'gold tint' that was caused by the application of a lacquer coat over the bare metal airframe.

I wanted one of the 'golden' machines, so followed Classic's recommendation and applied a coat of varnish mixed with Tamiya Clear Yellow (X27) over the entire model. This is best done by mixing the yellow in with Johnsons Klear (Future) floor polish, and you will need a few light coats to get a build up of the golden hue. I was quite impressed with the end result, but that was all about to change.

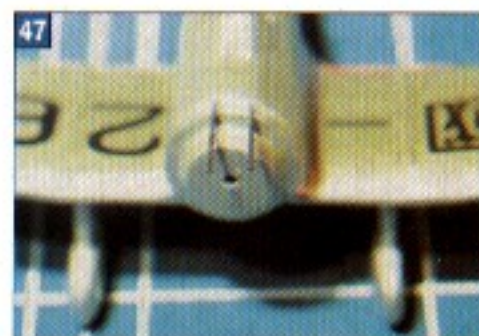
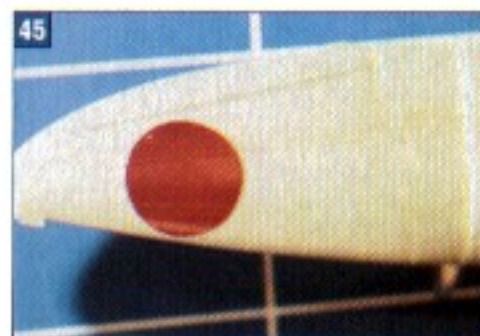
Now I had also opted to use the new spray masks from Tally Ho!, and so utilised their IJNAF Hinomaru set in this scale. The two sizes were matched to the decal sheet and then I set about applying them to the model while masking the rest of the airframe off with tape and baking foil (yes, I did just say baking foil). This is the best large area mask you will get

as it can be crushed around the model to conform to all the compound curves without the need for lots of masking tape (Photos 43 & 44). The tape was only used at the edges, but with this model, that was to prove too much. Once the masking was removed, the adhesion of the varnish to the shiny aluminium paint had not been good, and large areas of the 'gold' effect came off with the tape (Photo 45). Worse still, I was now committed to using this system elsewhere, as the tail and tactical bands around the fuselage were best sprayed on as well! I carefully tried to do the tail and tactical bands, but the last section of masking from the bands ripped a huge section of the red and gold away (photo 46). Oh *@^#! I patched the red up with no problem and just applied the decal Hinomarus to the fuselage, but the golden effect was impossible to correct. I did respray on another coat of the yellow and clear mix, but the damaged areas never took on the same hue as the surrounding areas, as these were always darker.

I learned a good lesson here, so when you do your model, spray it aluminium, then mask and spray the roundels and markings on, then apply the black decals, then spray on the yellow tint. Once this is dry the white decals can be applied and the model matted down with your preferred varnish. Don't apply any white stencils before the yellow overspray, as these will become tinted as well.

Final Touches

The machine gun barrels that are visible in the cowl of an A5M4 are missing from the kit, so I drilled holes in the rear bulkhead/upper cowl and then installed lengths of 0.9mm x 20mm tubing from the Minimeca range (Ref No 127). These were test fitted with the cowl held in place with BluTak, just to ensure they all cleared the engine cylinders, then the cowl was removed and they were glued in place (Photo 47). All the masking was removed from the cockpit area, and the Bare-Metal Foil was peeled off the canopy. To remove the adhesive residue from the vac-formed canopy, just use some releasing fluid (like WD40) on the end of a cotton bud. The engine and cowling unit was secured in place and the final tasks included the gun sight (R5).



This resin component had been painted black and once a hole was drilled (carefully!) into the windscreen, I drilled and installed some support stems in the upper cowl, then superglued the sight to them (Photo 48). I had used a very fine drill bit (0.3mm) to drill holes in the top of the fin and aerial mast (A11), so now I could loop a length of elastic thread through it and create an aerial lead. Blobs of white glue were added to represent the ceramic insulators on this lead, and once these dried (clear) they were painted white. The flag installed on the aerial mast was created on a computer, being a 5mm square with a 3.5mm red circle in the middle. The rack for the drop tank (R16) was installed and the tank fitted to it. Once dry, straps were added from lengths of the same thread I used for the aerial lead. The main wheels proved a very tight fit into the spats, and in fact the fit was so tight I did not use any glue. Be careful when drilling the roots of the propeller boss, as you can easily slip. I marked the centres with a compass point, then carefully drilled them with a 0.5mm drill bit in a pin vice. Later this was enlarged to the required size, but the initial 'pilot' drill ensured you stay on line when doing the bigger size.

Accuracy

Just for those of you who like to know this sort of stuff, my completed model worked out exactly correct in span at 36ft 1in, but was slightly under in overall length at around 24ft 7in, as opposed to the 'real' length of 24ft 9.5in. This was probably due to me not giving the propeller a large enough clearance on the cowling as a result of a too short shaft.

Conclusion

Classic always include the statement 'This model kit is intended for experienced modelers', and although this little Claude is a vast improvement on previous kits from them, it is still not intended for those of you with no experience of limited-run plastic and resin components. The amount of preparation work in this kit was far less than I have experienced with other kits of this nature, but time spent test fitting assemblies and sanding down trailing edges etc will be time well spent. For myself I have got a lovely little Claude for the collection, and although I know I messed up the paint and marking elements, I learned a valuable lesson. If I ever attempt another I will know in which order to do that tint application!

Classic have made a giant leap forward in the quality of both the injected and resin parts in this kit, and it all bodes very well for the Blenheims later in the year. If you would like a Claude in your collection, and have experience of this sort of kit, then buy one as you will enjoy making it. If you only make the latest 'shake the box' kits from the Far East, then give it a miss, as you will actually need to do some sanding and filling on this one - Oh No!

My thanks to Classic Airframes for the sample of this kit.

Richard A. Franks

Reference

Japanese Aircraft of the Pacific War by René J. Francillon.
Type 96 Carrier Fighter A5M4, Maru Mechanic





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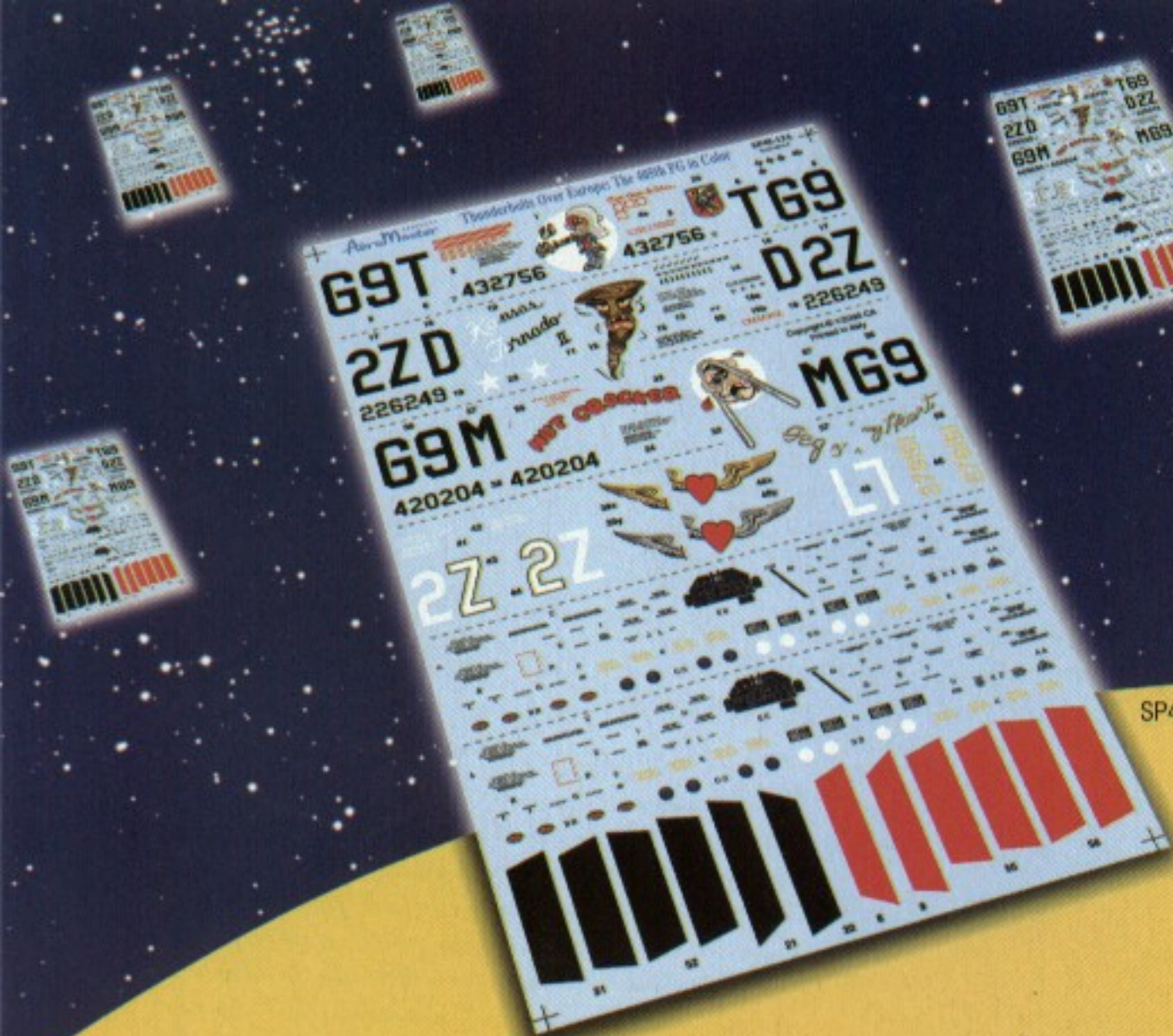
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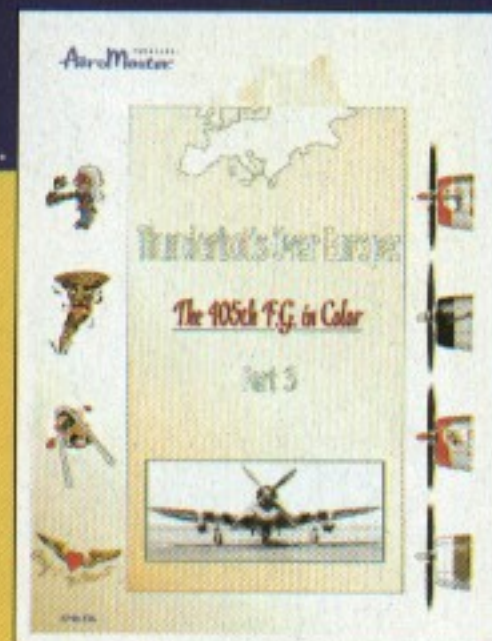
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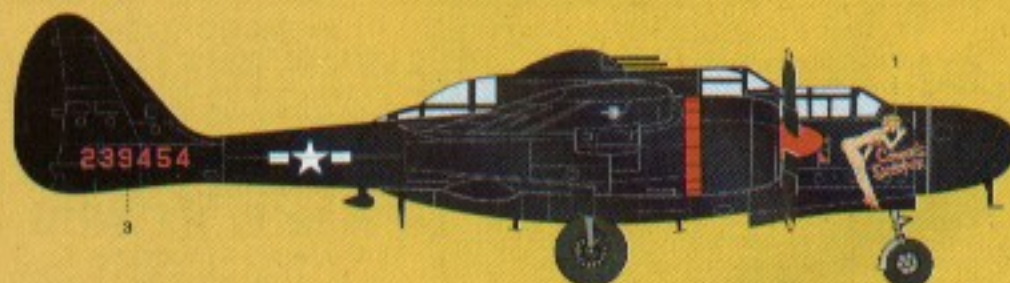
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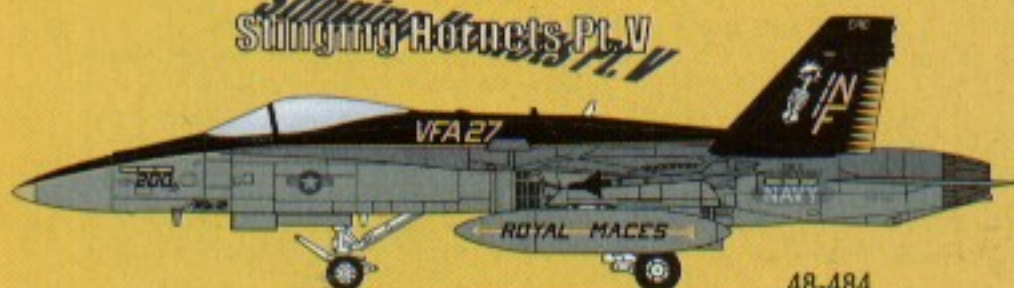
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- 4: Bf109K-4 Wr.Nr. 33020, Malpensa, Italy, February 1945

MIDNIGHT PART IV WIDOWS

48-489



Stinging Hornets Pt V



48-484

Stinging Hornets Pt VI



48-485

48-489 Midnight Widows Pt IV

- 1: P-61B-2 'Cooper's Snooper' 42-39454, 548th NFS, Iwo Jima, 1945
- 2: P-61A 42-5544 'Lady Gen', 422nd Night Fighter Sqdn, Florennes, Belgium, December 1944
- 3: P-61A-1 4'Moonhappy' 42-5527, 6th NFS, Saipan, 1944

48-484 Stinging Hornets Pt V

- 1: F/A-18C BuNo. 164006 #200 of VFA-27 'Royal Maces'
- 2: F/A-18A BuNo. 162887 #400 of VFA-204 'River Rattlers'

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- 1: F/A-18D BuNo. 164949 #402 of VMFA (AW)-533 'Hawks'
- 2: F/A-18C (Actual BuNo. unknown) VFA-27 'Royal Maces'
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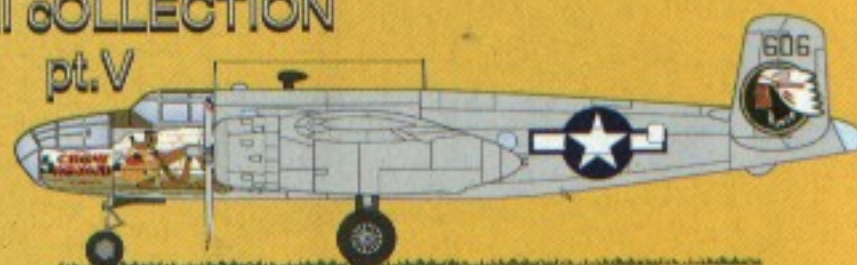
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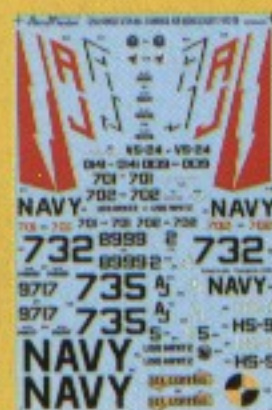
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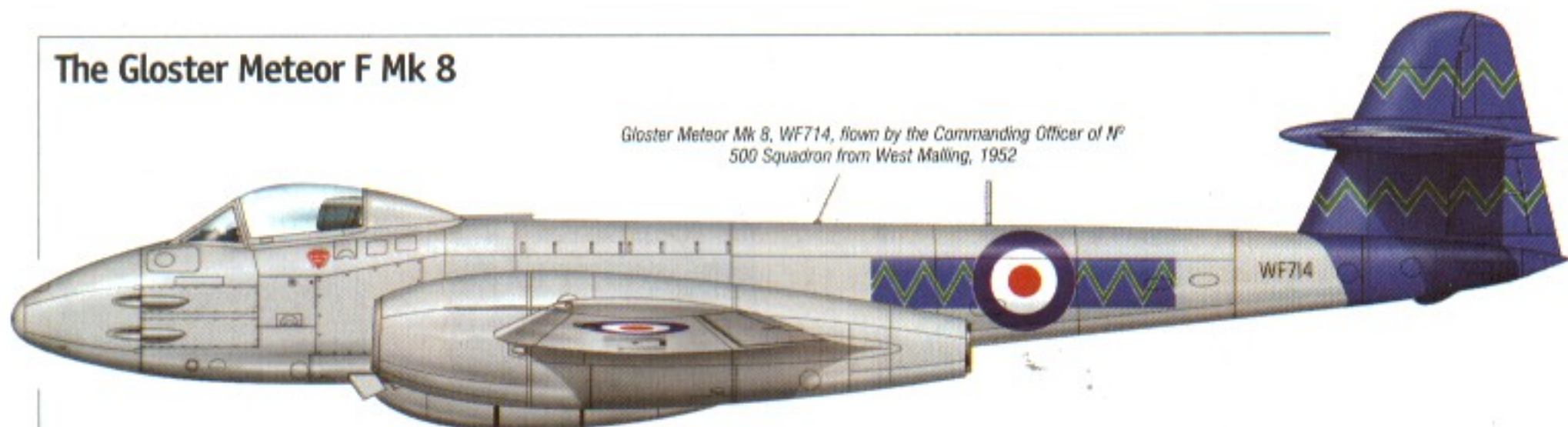
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Canada

• Sental Distributors • Military Model Distributors
• Stevens Int'l • Hobbytime Distributors
• Legacy Distributors (VLS) • Pan American Int'l
• Beaver Corporation
• J.B. Distributors
• Eduard Model Co.
• Italtrading Co. • Misterkit
• Cocktail Jouets
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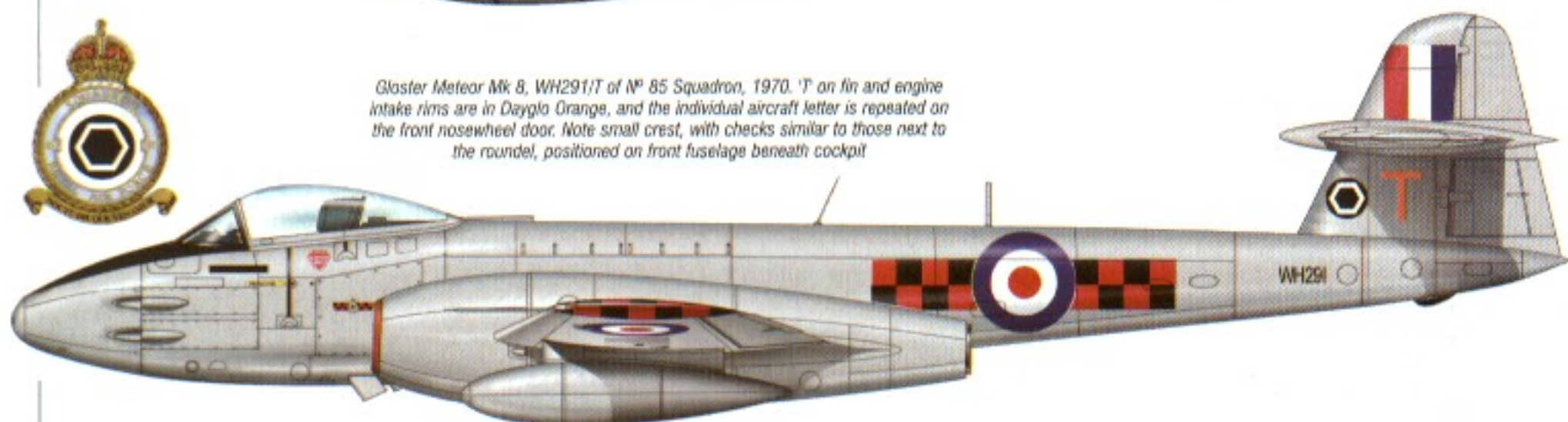
World Wide
Distribution

The Gloster Meteor F Mk 8

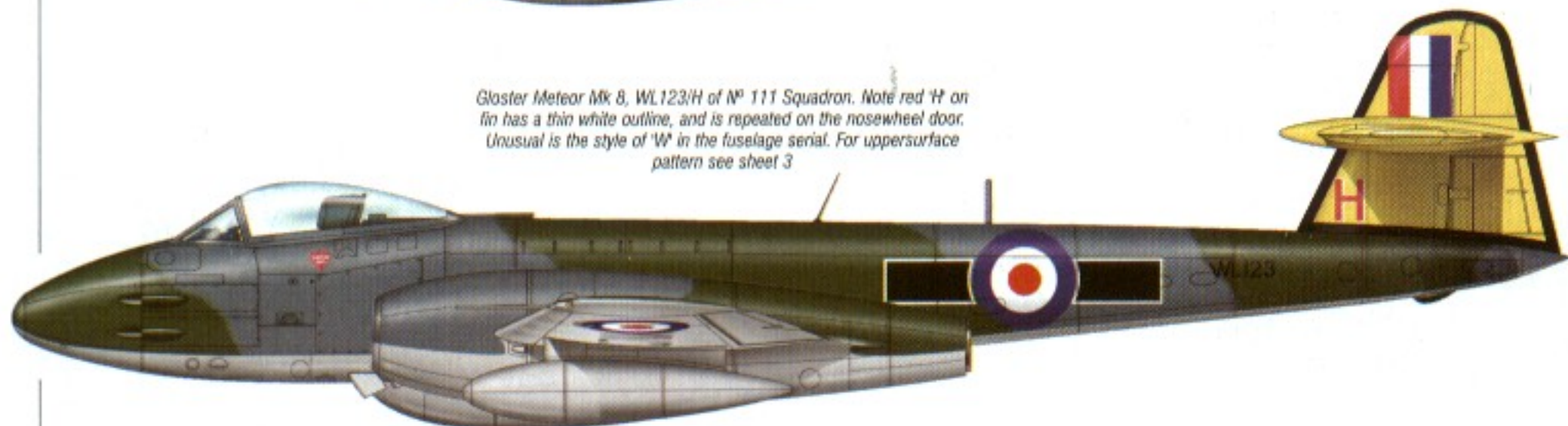
Gloster Meteor Mk 8, WF714, flown by the Commanding Officer of N° 500 Squadron from West Malling, 1952



Gloster Meteor Mk 8, WH291/T of N° 85 Squadron, 1970. 'T' on fin and engine intake rims are in Dayglo Orange, and the individual aircraft letter is repeated on the front nosewheel door. Note small crest, with checks similar to those next to the roundel, positioned on front fuselage beneath cockpit



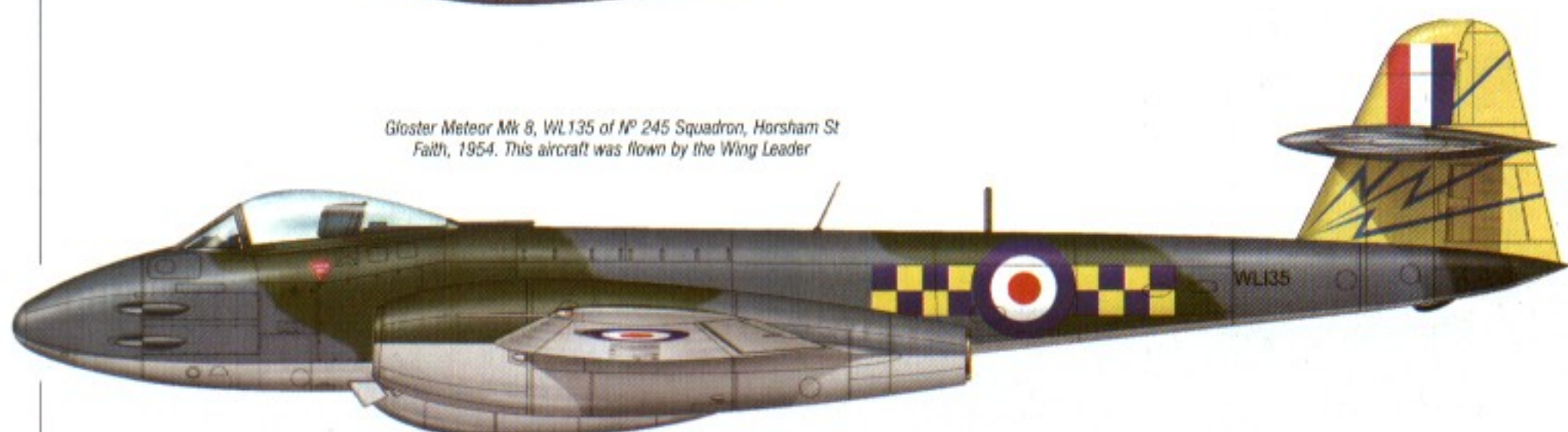
Gloster Meteor Mk 8, WL123/H of N° 111 Squadron. Note red 'H' on fin has a thin white outline, and is repeated on the nosewheel door. Unusual is the style of 'W' in the fuselage serial. For upper surface pattern see sheet 3



Gloster Meteor Mk 8, WK988, flown by the Squadron Leader of N° 610 Squadron, 1956. Note reversed upper surfaces colours, though pattern remains standard



Gloster Meteor Mk 8, WL135 of N° 245 Squadron, Horsham St Faith, 1954. This aircraft was flown by the Wing Leader





Standing on the PSP matting at Ta' Gali, Malta, is WA851/B of N° 500 Squadron. This aircraft started its career with N° 1 Squadron in 1952 when it carried the code JX-C (A.J. Caruana)

Meatbox!

As with most fighter aircraft designs, the Meteor development was a progressive modification of airframe married to a relatively faster improvement in power plants. In the earlier article we had discussed the amount of dead weight which was carried by the early Meteors to compensate for centre of gravity deficiencies. The most logical answer to this problem was the extension of the front fuselage, which, at the same time, served to increase the area aft of the cockpit for the carriage of additional fuel necessary for the ever-thirsty jet engines.

Meteor F4 RA382 was so modified, with a 30-inch (762mm) extension between the existing front-to-centre fuselage break bulkhead. This balanced the Meteor when fully loaded, but it was found that with the expenditure of some 800lb (360kg) of ammunition from the nose section pitch problems reappeared. The next problem was to cure this pitch-up attitude and studies centred around the redesign of the tail unit. An ideal solution was already in Gloster's hands. In fact, a project single-engined aircraft, the E 1/44, was found to have the right fin and tailplane design. This proved to be a very simple solution to the Meteor's ailment which needed very little modification. The only change was the substitution of the top wooden section of the E 1/44's tail with a metal section.

Experience gained on RA382 was

The Gloster Meteor F Mk 8

Affectionately known as the 'Meatbox', the Gloster Meteor F.8 continued to perfect that breed of aircraft which had taken the Royal Air Force into the jet-age just prior to the end of World War II. After having dealt with the earlier Mk III and IV Meteors in SAMI (Vol.2/7, July 1996), Richard J. Caruana takes a close look at the most representative aircraft in this long line, which was to become the ultimate day fighter version. It was also the only Meteor to be blooded in action and between 1950 and 1955 was to constitute the backbone of the Royal Air Force, not to mention the important status it earned with a great number of foreign air arms.

passed on to the true prototype, VT150 (also an ex-Mk 4), which also differed in the introduction of a one-piece rear-sliding canopy. In this form it took to the air for the first time on October 12, 1948. Handling improved considerably over that of earlier Marks, while performance increased dramatically. However the airframe had to be strengthened to meet the stress requirements of the improved performance. The Mk 8 was now powered by two Rolls-Royce Derwent 8s of 3,500lb (1575kg). The canopy of VT150 was further modified by the introduction of a fully blown transparent unit and the elimination of the rear 'solid' section, although the latter reappeared on a number of production aircraft. The cockpit interior now included an ejector seat for

the pilot.

Meteor F Mk 8 production was immediately taken in hand. Some 1,183 examples for the Royal Air Force (RAF) were to be produced, the first going to N° 43 Squadron on August 2, 1949. The first aircraft on the production line, however, was delivered to N° 1 Squadron on 10th December of the same year, this being VZ438. N° 245 Squadron at Horsham St Faith was to become the first fully operational unit on the new type of Meteor on June 29, 1950 beginning a long association with the type which was to last up to April, 1957. WH398 was to become the last operational F.8 with the RAF leaving Singapore in 1962 after it had been at Seletar since 1954 (at one time it became a TT.8).

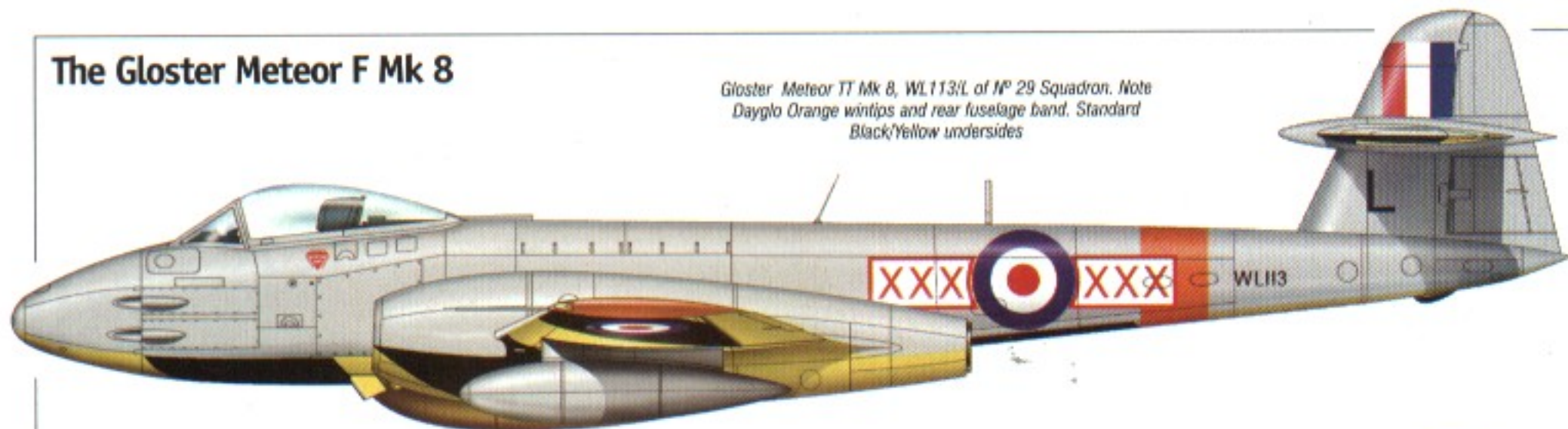
Experimental Mk 8s

The list of experimental Meteor F.8s is extensive, although the following deserve special mention:

- VT150 Prototype F.8. Later test included spin parachute installation designed for the Javelin.
- VZ438 First production aircraft, was used for FR.9 development test at Farnborough. Used for conversion trials to TT.8 configuration (a number of F.8s were converted to target tugs as TT.8s after they had completed regular service).
- VZ439 High altitude tests with strengthened canopy.
- VZ460 Underwing bomb and rocket pylon acceptance trials; spring tab ailerons; went to the Central Fighter Establishment.
- VZ468 London-Copenhagen record flight.
- VZ500 Auto-stabilizer trials.
- VZ517 Used by Rolls-Royce (Hucknell) for surge tests on the Derwent 8 and later tested with an Armstrong Whitworth Screamer rocket engine.
- VZ657 Used for trials to investigate the damage caused to the belly tank by spent cannon cartridges.
- VZ442 Canopy fastenings trials.
- WA775 Nose radar for Firestreak missile guidance (for the Hunter).
- WA820 Most powerful Meteor ever built, fitted with two AW Sapphire engines of 7,600lb (3420kg) thrust each. Airframe

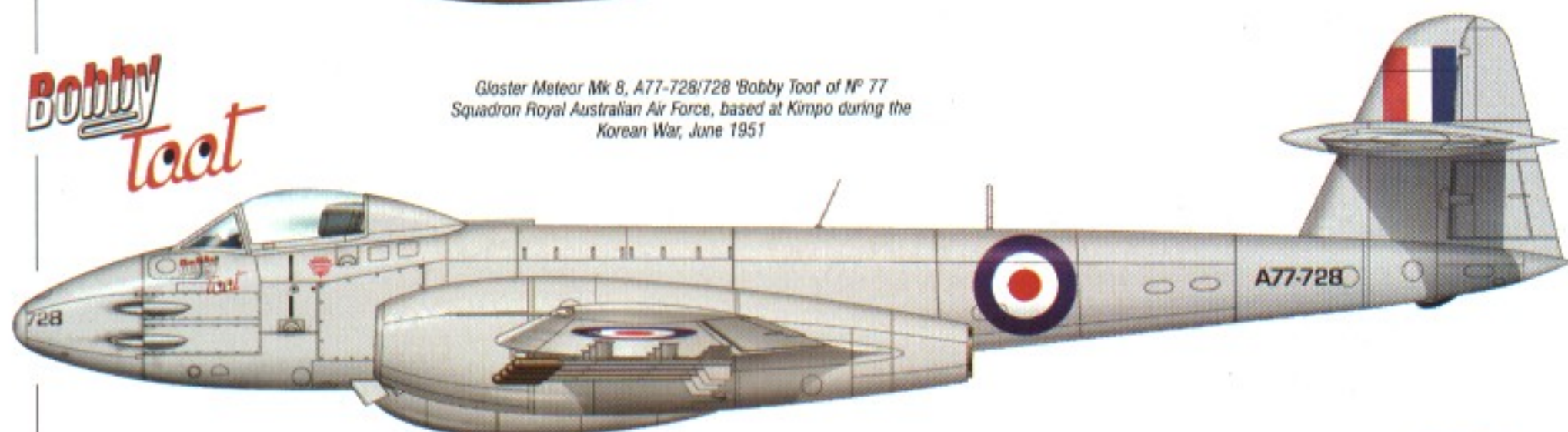
The Gloster Meteor F Mk 8

Gloster Meteor TT Mk 8, WL113/L of N° 29 Squadron. Note Dayglo Orange wingtips and rear fuselage band. Standard Black/Yellow undersides

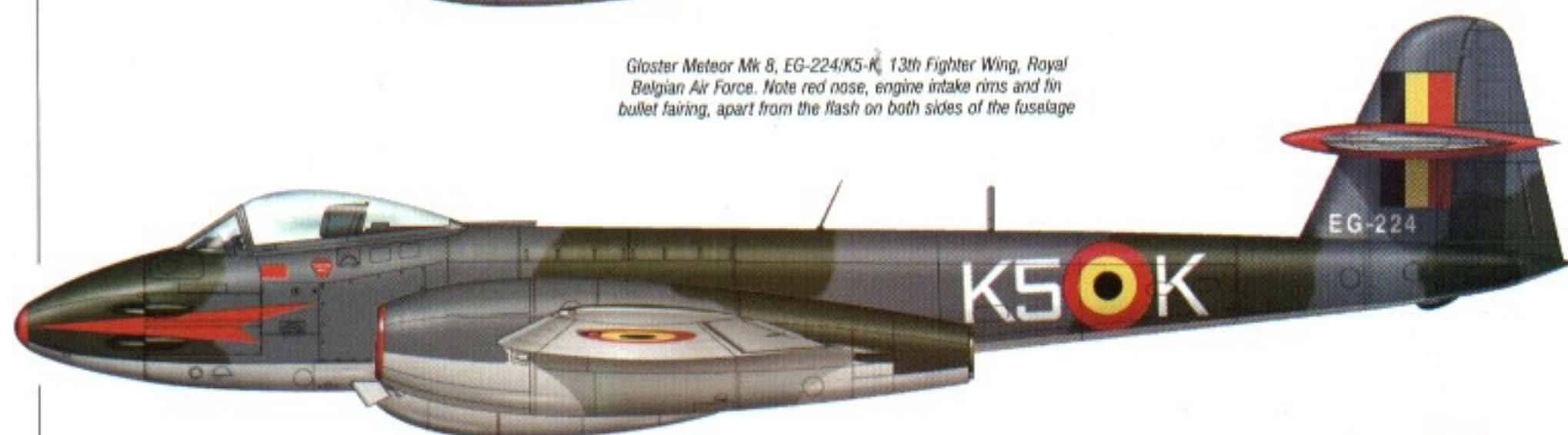


Bobby Toat

Gloster Meteor Mk 8, A77-728/728 'Bobby Toat' of N° 77 Squadron Royal Australian Air Force, based at Kimpo during the Korean War, June 1951



Gloster Meteor Mk 8, EG-224/K5-K, 13th Fighter Wing, Royal Belgian Air Force. Note red nose, engine intake rims and fin bullet fairing, apart from the flash on both sides of the fuselage



Gloster Meteor Mk 8, 106 of the Cheif Ha'Avir (Israeli Air Force). Note black/white checks on nose and engine intake rims; area around gun ports and ammunition access panels painted black



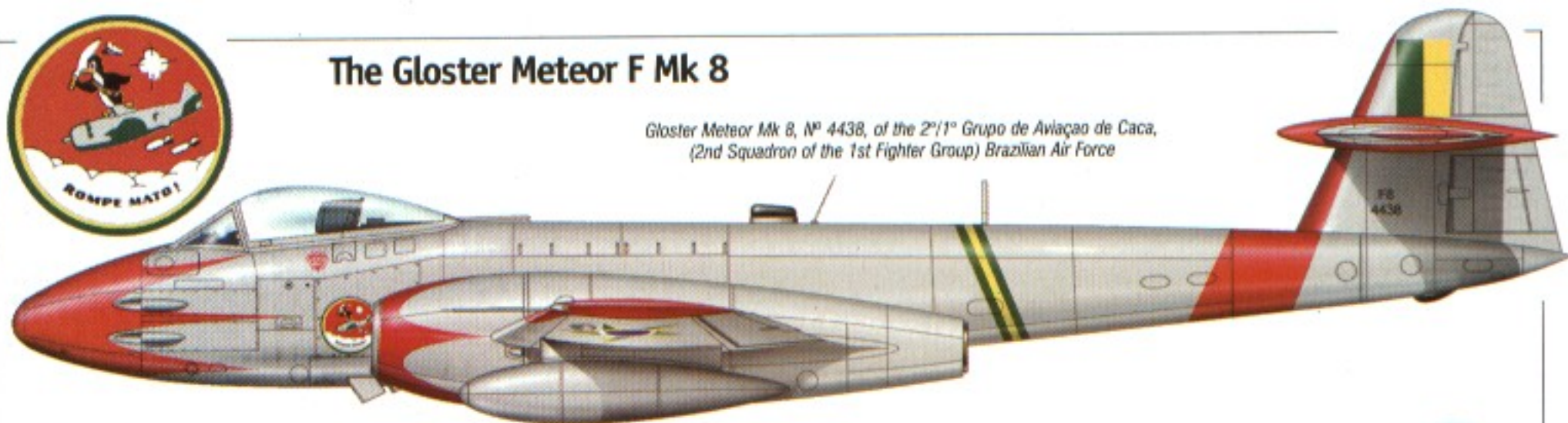
Gloster Meteor Mk 8, 413, Syrian Air Force, 1956. Roundels in all six positions





The Gloster Meteor F Mk 8

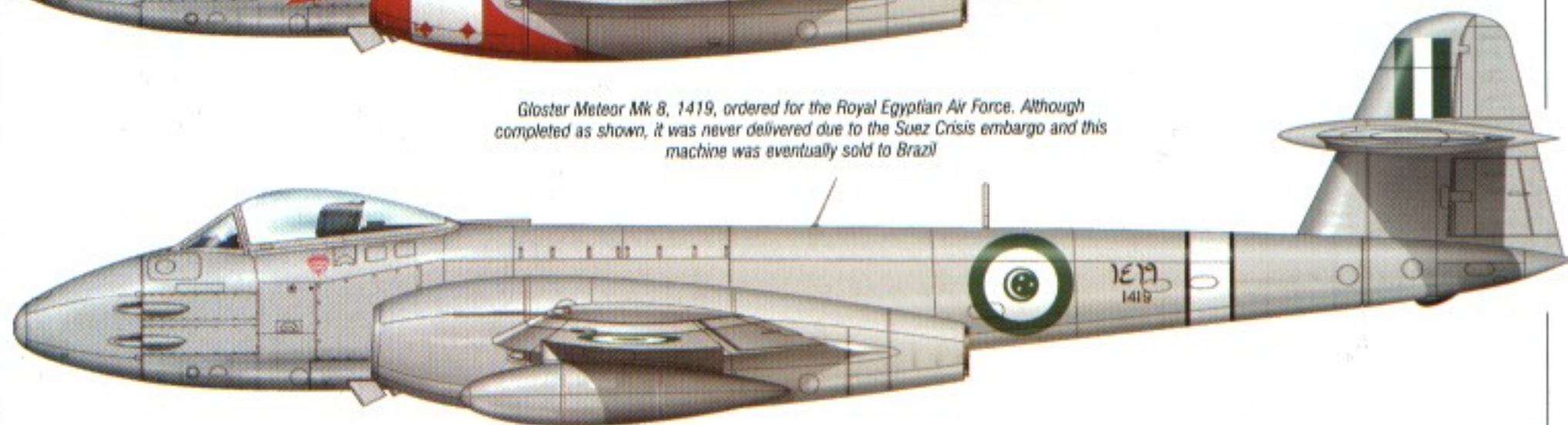
Gloster Meteor Mk 8, N° 4438, of the 2°/1° Grupo de Aviação de Caça, (2nd Squadron of the 1st Fighter Group) Brazilian Air Force



Gloster Meteor Mk 8, 7E-10, of the Ruiten Vier Aerobatic Team (327 Squadron), Royal Netherlands Air Force. Note '10' repeated on top of fin, and it is also carried on the front nosewheel door



Gloster Meteor Mk 8, 1419, ordered for the Royal Egyptian Air Force. Although completed as shown, it was never delivered due to the Suez Crisis embargo and this machine was eventually sold to Brazil

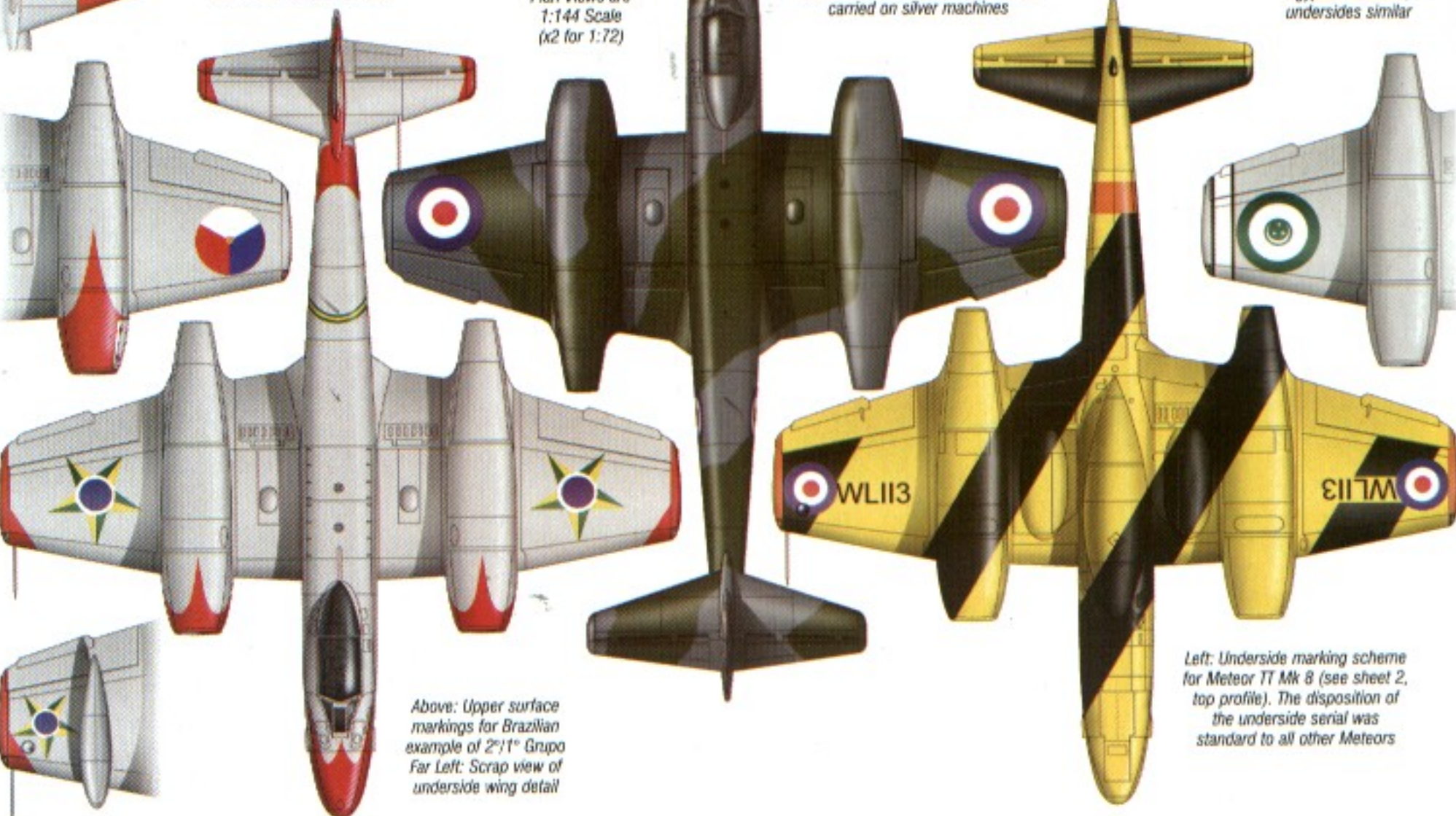


Left: Scrap views of wing and tailplane markings for Dutch Ruiten Vier Aerobatic Team

Plan Views are 1:144 Scale (x2 for 1:72)

Left: Standard upper surface camouflage pattern for the Meteor Mk 8. Colours could be reversed. Note black walkway markings, also carried on silver machines

Below: Upper wing surface markings for Egyptian Meteors; undersides similar



Above: Upper surface markings for Brazilian example of 2°/1° Grupo Far Left: Scrap view of underside wing detail

Left: Underside marking scheme for Meteor TT Mk 8 (see sheet 2, top profile). The disposition of the underside serial was standard to all other Meteors

Scale 1:72

© Richard J. Caruana - 2000

3 of 3



Close-up of N° 616 Squadron Commander's Meteor Mk 8. Note the pennant and the unit's crest under the cockpit. The soot around the gun ports clearly indicated that 616's Malta summer camp was no holiday! (R.J. Carvina)

- and engine nacelles highly modified.
- WA823, 828-830, 832, 834, 837, 936, 941, 946, 952 Used for probe and drogue flight-refuelling trials.
- WA982 Fitted with Rolls-Royce Soar lightweight engine at port wingtip; the starboard unit originally fitted was a dummy, later also fitted making it a four-engined Meteor!
- WE855 Over-run airfield barrier tests.
- WH301 Converted to advance trainer configuration. Several F.8s similarly converted becoming T.8s.
- WH483 Spring loaded tab aileron trials for improved manoeuvrability.
- WK935 Also known as the Prone Meteor due to the addition of a prone position in the lengthened nose, for the Bristol 185 rocket interceptor project.
- G-AMCJ Private venture ground attack version with RATOG, underwing stores and tip tanks.

The Meteor Goes to War

Although the Gloster Meteor had seen limited action during the last few months of World War II, it was the Royal Australian Air Force (RAAF) which took it into real action for the first time. With the United States fully committed in Korea, especially the United States Air Force's (USAF) F-86 Sabres, it could not possibly supply the RAAF with much needed jet fighters. 97 Meteor F.8s (RAAF serials in the A-77 range) together with three T.7s were supplied to Australia in February, 1951 and these went to N° 77 Squadron which had been equipped with Mustangs since the outbreak of the Korean War. After a short work-up period at Iwakuni, in Japan, the squadron flew its first operational sorties on July 29, 1951 under the leadership of Sqn Ldr Pete Crosswell. Six experienced

RAF jet pilots had joined the squadron with the Meteors, two of them were lost: Fg Off Berg shot was down by a MiG-15 and captured while Sgt Lamb was killed in August in a mid-air crash, before the first MiG fell to the squadron on 1 December.

The original misgivings by both RAAF and RAF officers were confirmed on August 29 when, during a sweep over Chongju, the Meteor proved to be no match for the far superior MiG-15. A77-721 was

lost that day. After another rough brush the following week 'MiG Alley' became prohibited territory and the squadron changed to fighter sweeps and bomber escort duties keeping well to the south of the Chongchon River. During a fierce battle on 1st December, three Meteors were lost (A77-29, -251, -949) while Aussie pilots claimed three MiG kills in return.

Meteors were relegated to point defence duties in South Korea. By that time it was

clear that the Meteor was outclassed and its role was changed to that of ground attack. On January 8, 1952 N° 77 Squadron flew the first Meteor ground attack sortie to Chongdan, followed by no less than 1,773 sorties by the end of February, losing four pilots in the process. Ground attack missions were successful mainly due to the near total lack of enemy opposition. Originally 60 lb HE rockets were used but Napalm bombs were also fitted later on. The ruggedness of the Meteor more than compensated for the initial failures as it often managed to limp back to base with battle damage which would have proved fatal to any other aircraft. It was also found to be ideal in operations from hastily prepared strips or rough landing grounds.

In May, 1952 N° 77 returned to fighter sweeps with the last MiG combat being recorded in March of the following year, when Sgt J Hale was awarded another kill. The war ended on July 27, 1953 with a tally of 18,872 sorties, 54 Meteors and 32 pilots lost. Three confirmed MiG kills appears to be a very bad record but damage inflicted on the enemy during ground attacks more than compensated for this apparent imbalance. One positive aspect which resulted directly from operational experience was the introduction of the one-piece blown canopy not only on RAAF aircraft but on all Meteors to appear from then on.

Middle East and Far East Operations

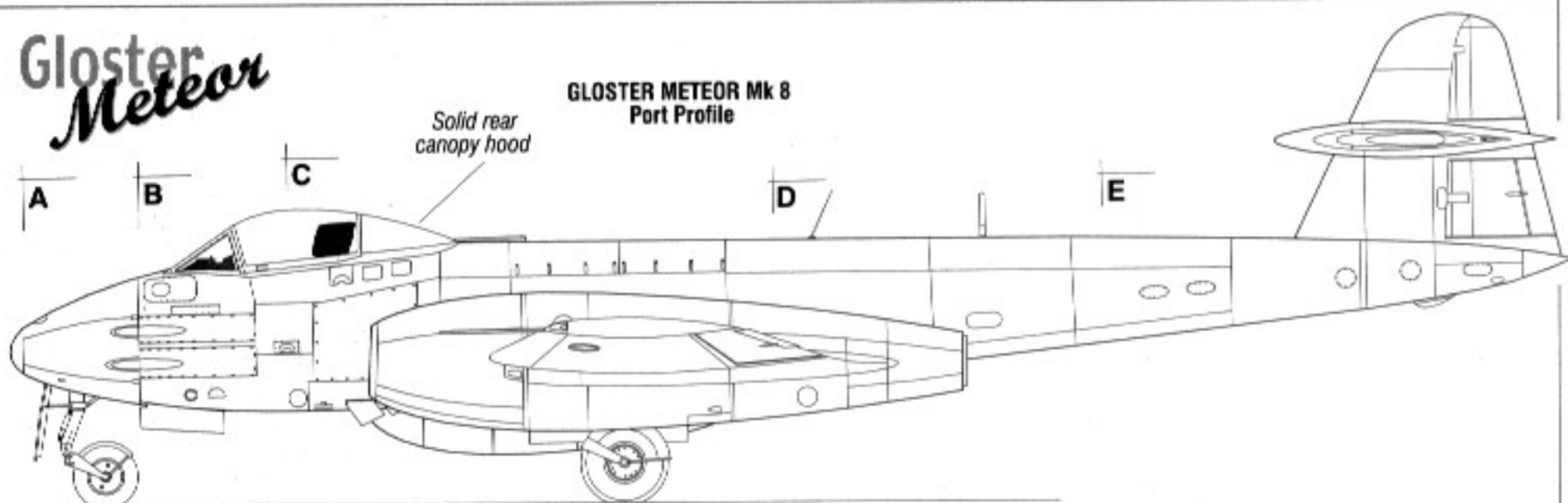
N° 13 Squadron RAF used the unarmed PR.10 for photo-reconnaissance sorties during the Mau Mau campaign in Kenya and N° 81 operated in Malaya. However the most notable actions seen by the Meteor were those with the Israeli Air



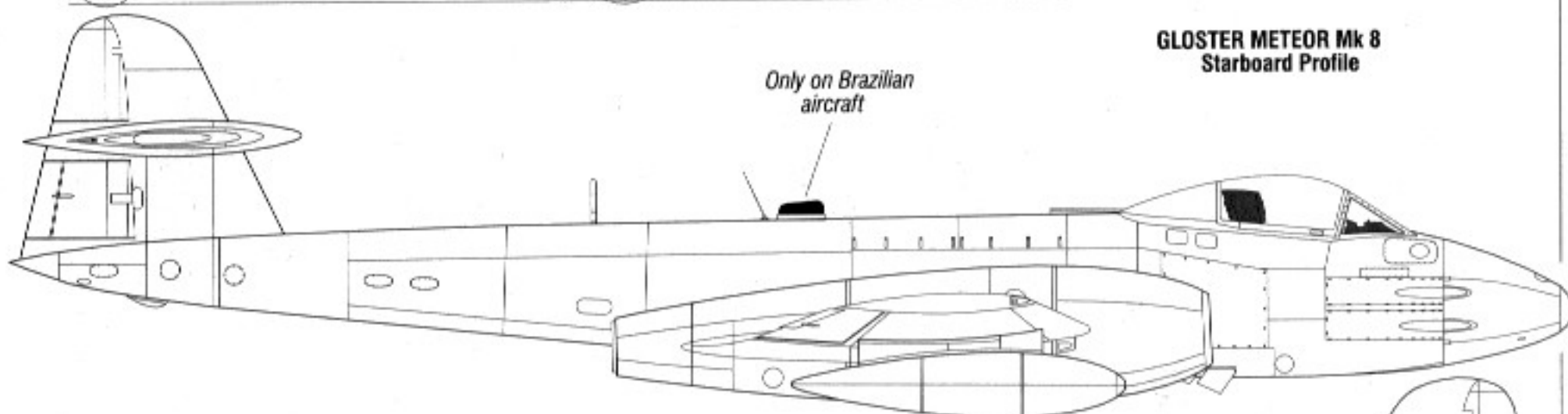
Favourable weather and long daylight hours attracted a number of RAF and RAFA (Auxiliary) squadrons to Malta for training. An example from N° 616 (South Yorkshire) Squadron is here seen at Ta' Qali; fuselage markings consisted of a green bar with yellow diamonds (R.J. Carvina)

Gloster Meteor

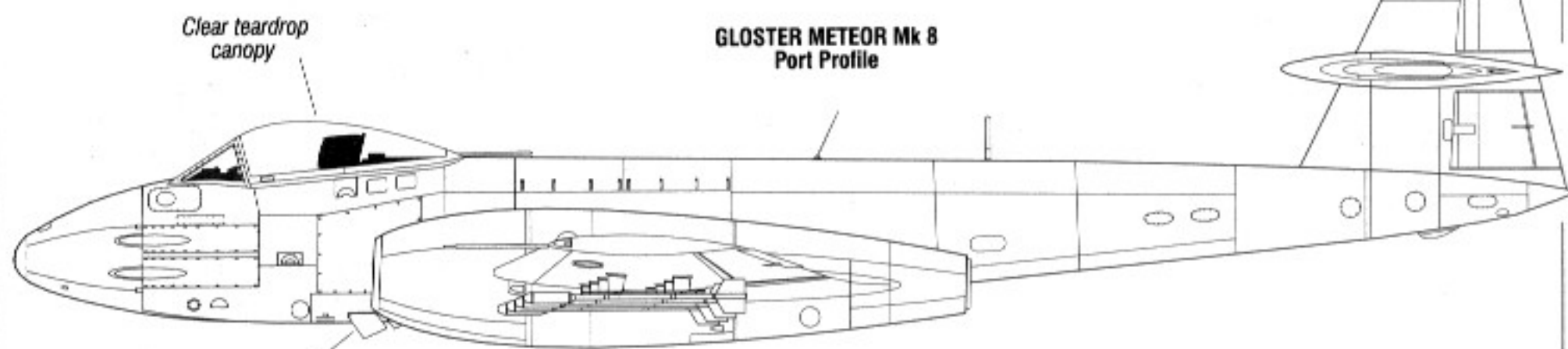
**GLOSTER METEOR Mk 8
Port Profile**



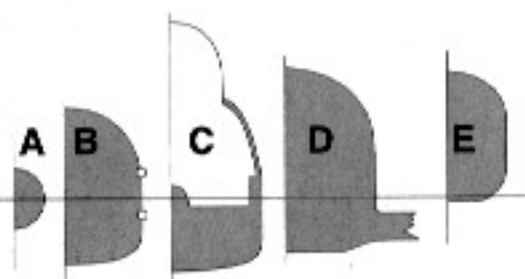
**GLOSTER METEOR Mk 8
Starboard Profile**



**GLOSTER METEOR Mk 8
Port Profile**

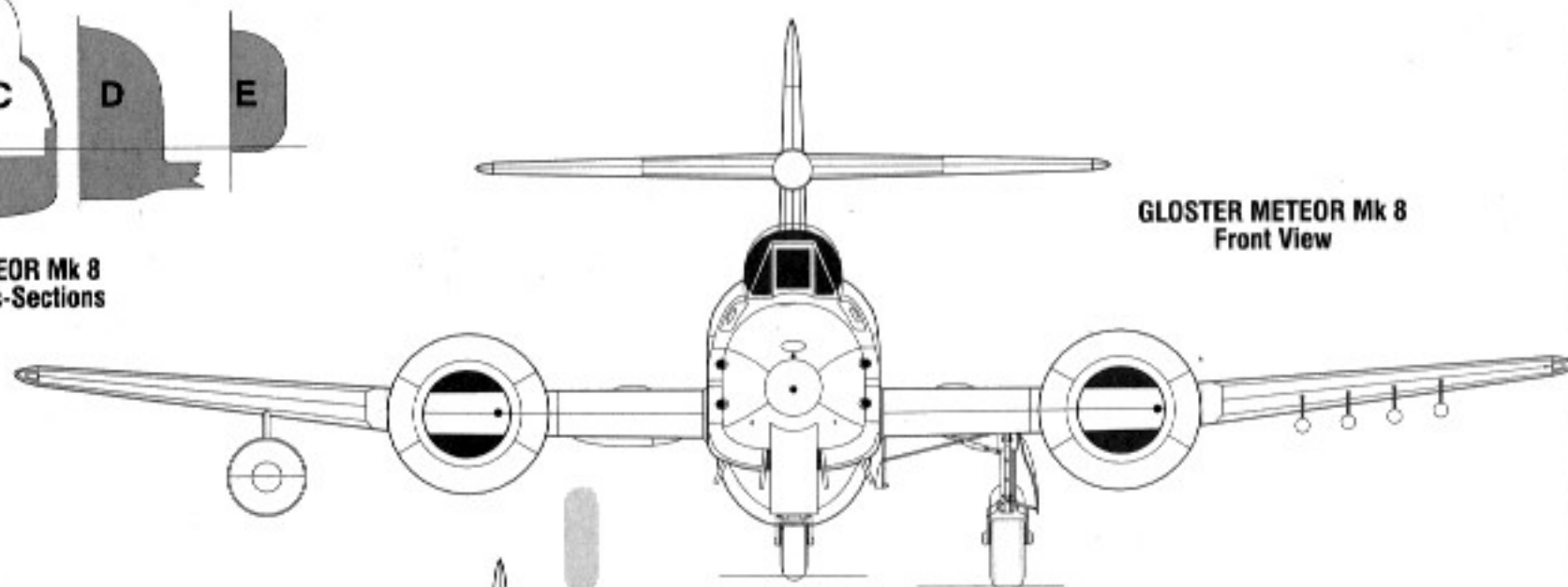


Spent cannon shells
ejector chutes



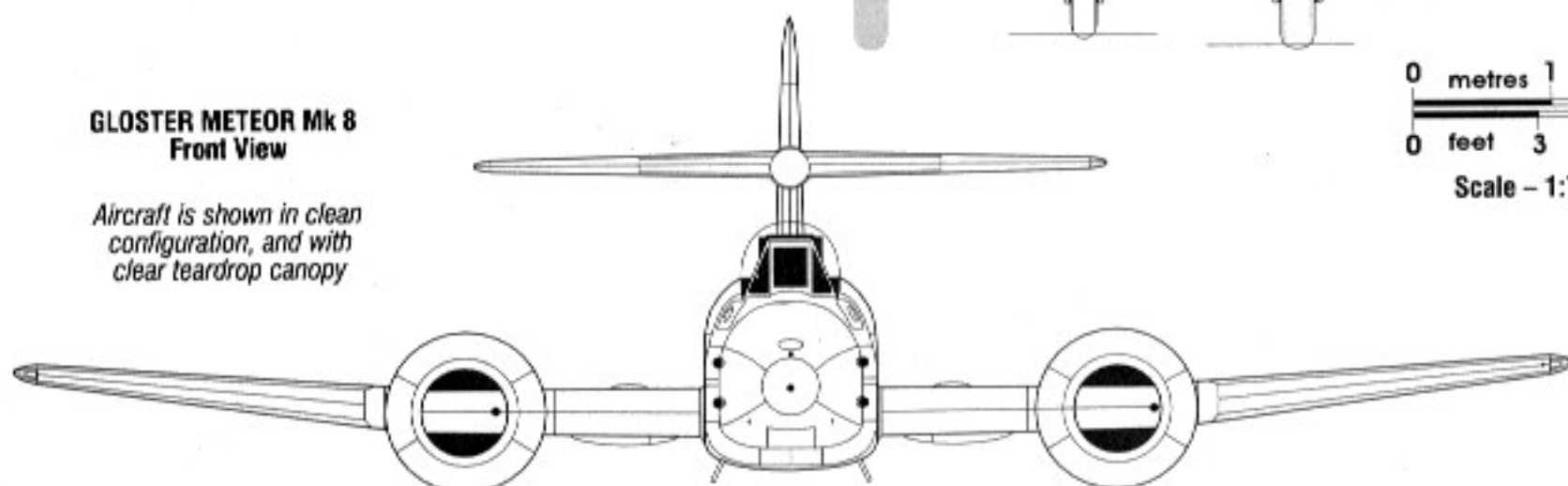
**GLOSTER METEOR Mk 8
Fuselage Cross-Sections**

**GLOSTER METEOR Mk 8
Front View**

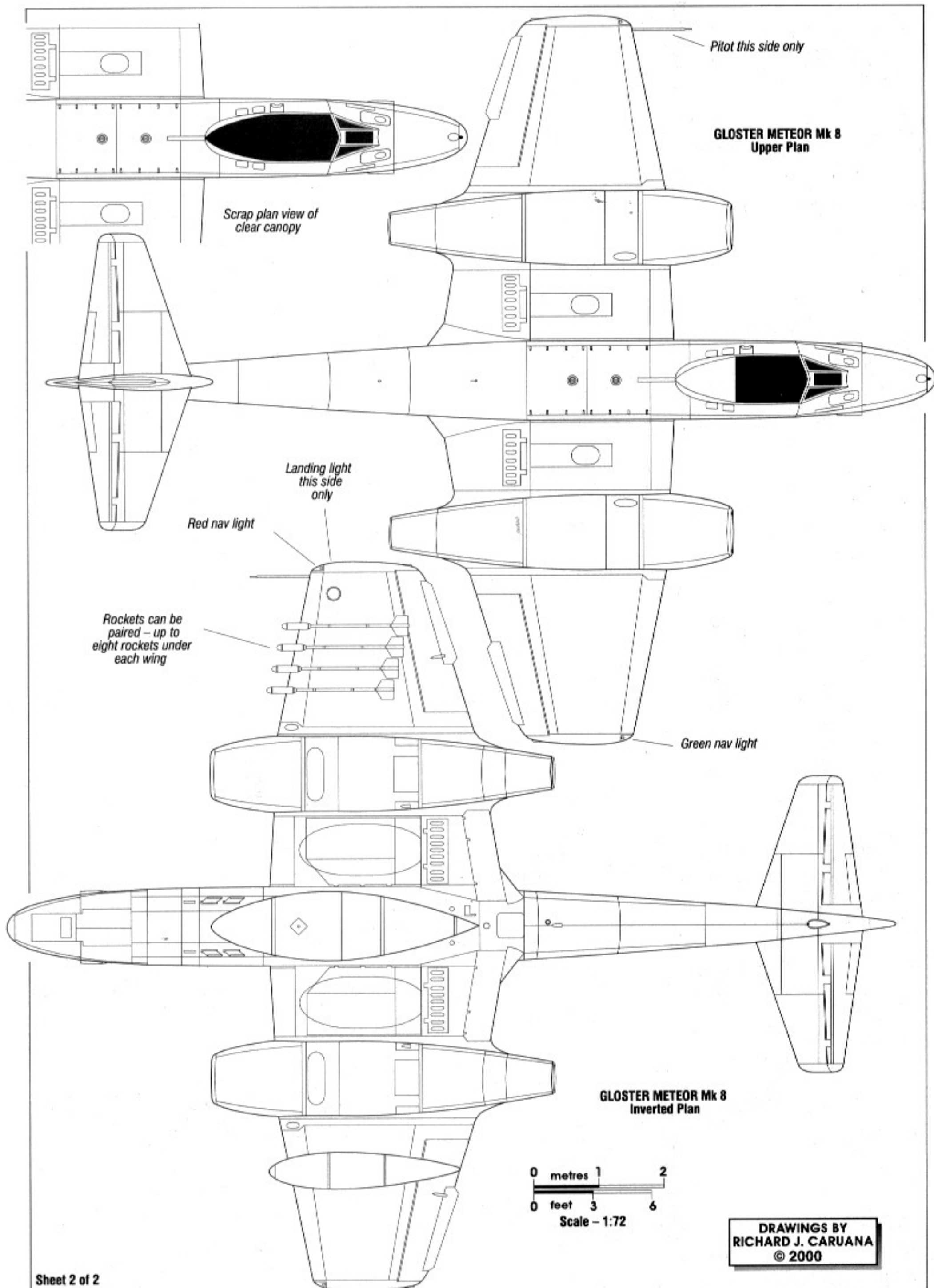


**GLOSTER METEOR Mk 8
Front View**

Aircraft is shown in clean
configuration, and with
clear teardrop canopy



0 metres 1 2
0 feet 3 6
Scale - 1:72



Force which had acquired E.8s in 1954. In aerial dog-fights against Egyptian Vampires, IAF pilots shot down three enemy aircraft over the Negev during August of the following year and another Vampire in April 1956. During the Sinai war the MiG-15 appeared again as its main opponent and, not to experience the bitter results suffered by the Australians in Korea, Israel used the Meteor solely for escort duties during the invasion of Egypt. At the same time Egypt was using the Meteor in conjunction with the MiG-15 against Israeli troops. One Egyptian Meteor was lost to an Israeli Mystere on the second day of fighting.

Exports

Australia, as already seen above, had received 97 E.8s with which it armed RAAF units operating in Korea. On return to Australia, N° 77 Squadron exchanged the Meteor for CAC-built F-86 Sabres. Most Meteors were then relegated to the training role. Other RAAF units to operate the Meteor were N° 22 and 23 Squadrons and N° 75 which formed a three-aircraft aerobatic team known as the Meteorites. Some E.8s were eventually converted to pilotless drones as U Mk 16, 21 and 21A, or target tugs.

Belgium exchanged its Meteors E.4 for E.8 during 1949 and was to eventually become the largest operator of the Meteor outside Britain. The first batch was formed of 23 ex-RAF machines serialised EG-201 to EG-223, while a second batch of 150 (serials EG-1 to EG-150) was built under licence by Avions Fairey from components supplied by Fokker and the Fabrique Nationale Belge, who also produced the Derwents. Another 67 examples were built later on – starting with EG-224 – in two batches of 30 and 37 respectively. These Meteors were operated by the 1st, 7th and 9th Wings of the Belgian Air Force until replaced by Hunters F.4 and F-84F Thunderstreaks.

Brazil received 60 examples. These went to replace the P-47 Thunderbolts of the two Squadrons of 1° GAvCa on October 23, 1953. Serials were 4400 to 4459; four of



Meteor Mk.8 WH301/T wearing areas of dayglo tape around nose, engine intakes, wingtips and rear fuselage but still conserving its 85 Squadron red and black checks around the fuselage roundel and the unit badge on the fin. It was earmarked for the RAF Museum in February 1967 when it became 7930M (P.J. Caruana)

Colours

Colour Equivalents	
Colour	BS381C
FS.595a	
Dark Green	541 24079
Ocean Grey	26187
Yellow (Trainer)	356 23538
Ident Red (Bright)	537/538 21105
Ident Blue (Bright)	110 25056
Ident Yellow	356 23538
Medium Sea Grey	639 26270
Dark Sea Grey	638 26118
Light Aircraft Grey	627 26440
Mid-Stone	20257
Dayglo Orange	28915

these (4455 to 4458) were ex-RAF machines (WK877, 887, 888 and 889). These carried highly decorative and colourful markings with the first squadron being identified by a blue trim, the second carrying a similar scheme with red trim. One more Meteor E.8 was built from spares

available by Parque de Aeronautica of Sao Paulo and serialised 4460. This particular Meteor went to 1° GAvCa to be used as a target tug; eventually it was taken to the Museu Aeroespacial for preservation on April 22, 1974.

Denmark ordered 20 examples (full serial range 481-500) in April, 1950, the first being delivered in January of 1951. The only unit with the E.8 in Danish service was N° 742 Squadron which re-equipped with the Hunter five years later, the Meteors being relegated to target tug duties.

In October 1949, Egypt ordered 19 E.8s from Gloster with a second batch of five being placed in December of the same year; delivery of these aircraft was hit by an arms embargo and work on this contract was suspended. The embargo was eventually lifted and seven aircraft were delivered in December 1952. The remaining 12 of the original contract did not reach Egypt until 1955. In all, 22 examples were delivered, these being originally earmarked for the RAF, namely WK877, 878 to 889 (the first batch of seven) and WL183, 186 to 189, 191 and WM371, and new-build 1415, 1419 to 1421, 1423 to 1426. Israeli claims during the 1956 campaign include two Egyptian Meteors shot down although only one is confirmed by Egypt.

On the other side of the coin Israel was flying the E.8, eleven examples having been ordered in February, 1953. These were fitted with cannon armament supplied by Israel and HVAR rocket projectiles. Apart from their normal fighter role these aircraft could be easily converted to act as target tugs when the need arose. Israeli Meteors were serialised 2166 to 2169 and 2172 to 2178, and were eventually replaced in IAF service with the Dassault Mystere.

Syria ordered twelve E.8s in 1950

Specifications

GLOSTER METEOR (Type G.41P) E.8

Type: Single-seat interceptor fighter

Power-Plants: Two Rolls-Royce Derwent 8, providing 3,600lb (1630kg) thrust each

Fuel: Total internal - 325 gallons (1570 litres); total external - 380 gallons (1725 litres)

Performance: Maximum speed (at sea level) - 585mph (940km/h); at 30,000' (9144m) - 540mph (868km/h); time to 30,000' (9144m) - 5 minutes; initial climb rate - 7,500' per minute (2286m); normal range - 610 miles (980km); maximum range - 1000 miles (1608km)

Weights: Empty - 10,684lb (4845kg); loaded - 15,743lb (7173kg); maximum take-off - 19,120lb (8671kg)

Dimensions: Wing span - 37' 2" (11.33m); length 44' 7" (13.59m); height - 13' 10" (4.22m); wing area - 350sq.ft (32.51m²); wheel track - 10' 5" (3.18m); wheelbase - 13' 4" (4.06m)

Armament: Internal - 4 x Mk.III Hispano 20mm cannon; external - 2 x 1000lb (450kg) bombs or 16 rockets

(serials 101 to 112). WK814 to WK817, 824 to 827, and 862 to 865 were originally marked for delivery but were diverted to the RAF due to the 1951 arms embargo. The ordered E.8s were delivered during the following year from ex-RAF stock supplemented in 1956 by another seven examples (ex-RAF WA785, WL174, EK868, 984, WH503, WE965, WH260). Two of this last batch are known to have been re-serialised 480 and 481 while the remaining five are believed to have remained un-numbered.

The Netherlands Air Force started to exchange its E.4s, which had been in service since June 1947, for E.8s in January, 1951. An original batch of eight E.8s was supplied directly by Gloster from ex-RAF stocks. Fokker began licence production delivering 155 E.8s as follows: 101-199, 201-204, 206-208, 210-217, 214-220, 223,

Serials

E.8 SERIAL ALLOCATIONS

VZ438-485, 493-517	Gloster
VZ518-532, 540-569	Armstrong Whitworth
VZ553, 562, 566	Belgium
WA755-794, 808-857, 867-909, 920-969, 981-999	
(WA782, 783, 786, 907, 909, 934, 936-939, 941, 942, 944-952, 954, 956-958, 960, 901, 964, 998 to RAAF)	
(WA755, 870, 876, 878, 881, 883, 884, 887-889, 892, 895, 898, 900-902 to Belgian AF)	
WB105-112	
WF638-662, 677-688 (WF 652, 653 to RAAF)	Armstrong Whitworth
WF689-716, 736-760 (WF691-694, 696-699, 701 to RNethAF; WF746, 750 to RAAF)	Gloster
WH249-263, 272-300, 342-386, 396-426, 442-484, 498-513	
(WH251, 252, 254, 259, 405, 414, 418, 475, 479, 474 to RAAF)	
(WH540, 543, 549, 550, 553-555 to Ecuador) (WH448 to RNethAF)	
(WH260 to Syria) (WH371 to Egypt)	
WK647-696, 783-827, 849-893, 936-955, 966-994	Gloster
WL104-143, 158-191	Gloster
WK707-756, 906-935	Armstrong Whitworth
WL192-207, 221-234	Cancelled
WS230-558	Cancelled

225, 226, 228-231, 233-248, 250-255 with production coming to an end in 1954. The Dutch F.8s served with the following units (unit codes in parenthesis): N° 322 (3W), N° 323 (9Y), N° 324 (3P), N° 325 (4R), N° 326 (9I), N° 327 (7E) and N° 328 (8S) Squadrons, and were retired from service in 1956.

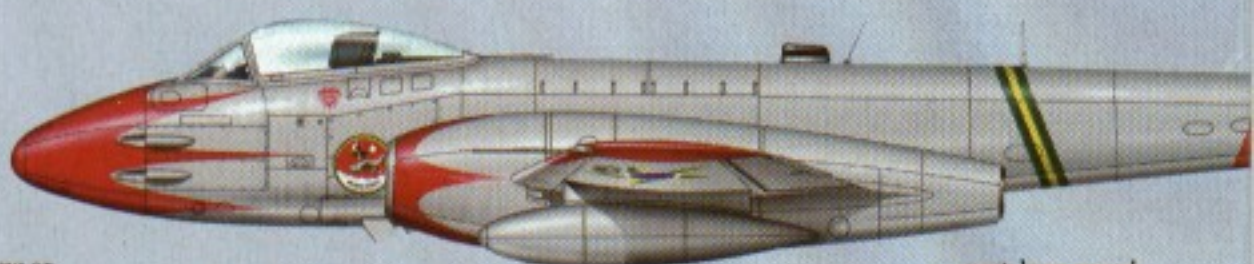
The simple but sound layout of the Meteor was invaluable in the rapid

development of the revolutionary jet turbine. It is no small credit to its designer, George Carter, and especially to his foresight that new or developed versions of jet engines could be very simply installed in the Meteor without the need for major redesign; the Meteor Mk 8 is a case in point. It was only when engine development outstripped the Meteor's

capabilities that new aircraft started to emerge. Still, the Meteor saw during its lifetime a metamorphosis difficult to find in any other aircraft of the immediate post-war era — from the small F Mk I to the two-

seat, long-nosed radar-equipped NF.14. Hopefully we shall look at the later versions of this wonderful machine in the not too distant future.

Richard J. Carnana



Modelling the Meteor

Kits

MANUFACTURER	TYPE	PRODUCT NO.	SUBJECT	AVAILABILITY	REMARKS
1/72nd Scale					
Aeroclub	IM/WM/VF	K039	Meteor T Mk 7	CA	
Aeroclub	IM/WM/VF	K040	Meteor F Mk 8	CA	
Airfix	IM	2038	Meteor Mk III	CA	
Matchbox	IM	PK129	Meteor NF. 11/12/14	CA	
PJ Productions	R/VF	721003	Meteor F Mk IV (RAF)	CA	
PJ Productions	R/VF	721004	Meteor F Mk IV (BAF)	CA	
PJ Productions	R/VF	721005	Meteor F Mk 8 (RAF)	CA	
PJ Productions	R/VF	721006	Meteor F Mk 8 (BAF)	CA	
1/48th Scale					
Aeroclub	VF/IM/WM	K428	Meteor T Mk 7	CA	
Aeroclub	VF/IM/WM	K429	Meteor F Mk 8	CA	
Aeroclub	VF/IM/WM	K431	Meteor F Mk 4	CA	
Aeroclub	VF/IM/WM	K440	Meteor NF.14	CA	
Aeroclub	VF/IM/WM	K448	Meteor NF.11	CA	
Aeroclub	VF/IM/WM	K449	Meteor NF.12	CA	
AMT/Ertl	IM		Meteor Mk I	OP	
Tamiya	IM	61051	Meteor F Mk I	CA	Note this kit was originally issued with air brakes, these were subsequently removed, and the kit reissued without them.
Tamiya	IM		Meteor F Mk I & V1	CA	Revised F Mk I kit with FI 103 (V1)
1/32nd					
Panther Productions	R/WM/VF		Meteor F Mk 8	N/A	Due for release in 2000.

Accessories

MANUFACTURER	TYPE	PRODUCT NO.	SUBJECT	AVAILABILITY	REMARKS
1/72nd Scale					
Aeroclub	WM	EJ016	Martin Baker Mk 1 Ejection Seat	CA	
Aeroclub	WM	EJ001	Martin Baker Mk 2 Ejection Seat	CA	
Aeroclub	WM	EJ008	Martin Baker Mk 3 Ejection Seat	CA	
Aeroclub	WM	V037	Undercarriage	CA	
Aeroclub	VF	C017	Meteor Mk I, III & IV Canopy	CA	
Aeroclub	VF	C018	Meteor Mk 7 Canopy	CA	
Aeroclub	VF	C019	Meteor NF.14 Canopy	CA	
Aeroclub	VF	C020	Meteor Mk 8 (Early/Late) Canopy	CA	
Airwaves	EB	AC7297	NF.14 Detail Set	CA	For Matchbox kit
Tasman	VF	7202	F Mk 8 Canopy	CA	
1/48th Scale					
Aeroclub	WM	EJ401	Martin Baker Mk 2 Ejection Seat	CA	
Aeroclub	WM	EJ402	Martin Baker Mk 3 Ejection Seat	CA	
Aeroclub	VF	C070	Meteor Mk I Canopy	CA	
Aeroclub	VF	C071	Meteor Mk III & IV Canopy	CA	
Cutting Edge	Ma	BM48133	Meteor Mk I Canopy/Wheel Masks	CA	For Tamiya kit
Eduard	EB	48211	Meteor Mk I Detail Set	CA	For Tamiya kit

Decals

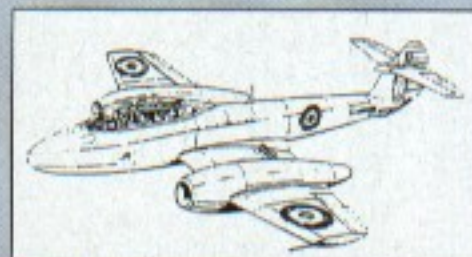
MANUFACTURER	PRODUCT NO.	SUBJECT	AVAILABILITY	REMARKS
1/72nd Scale				
Dutch Decals	7219		CA	Includes RNethAF Mk 8 options (Nos 323, 325, 326 & 328 Sqn)
Kits at War (Dutch Decals)	K7/3		CA	Includes F Mk 4 'Yellow Peril' of the High Speed Flight
Model Art	MA7202		CA	Includes TT.20, NF.11 (RN & Danish) options
Model Art	MA7220		CA	Includes F Mk 8 (Nos 600, 604, 611 & 615 Sqn) options
Modeldecals	088	RAF Meteors	CA	Includes F.8, FR.9, NF.11, NF.12 & NF.14 options
Modeldecals	088	RAF Meteors	CA	Includes NF.11, NF.12, NF.13 & NF.14 options
PD Models	72017	Jet Killer Part 1	OP	Included Gloster Meteor option
PD Models	72018	Jet Killer Part 2	OP	Included Gloster Meteor option
RAFDEC	7201		CA	Includes F.4 (12FTS), T.7 (Nos 203, 207, AFS), F.8 (245 Sqn) FR.9 (2260CU) & PR.10 (541 Sqn) options.
RAFDEC	7202		CA	Includes F.4 (2260CU), T.7 (Nos 85, 203, 206, 209 & AFS), F.8 & PR.10 (No 541 Sqn) options.
Tasman	7207		CA	Includes RAAF Mk 8 option
1/48th Scale				
Kits at War (Dutch Decals)	K4/5		CA	Includes F Mk 4 'Yellow Peril' of the High Speed Flight
PD Models	48017	Jet Killer Part 1	OP	Included Gloster Meteor option
PD Models	48018	Jet Killer Part 2	OP	Included Gloster Meteor option



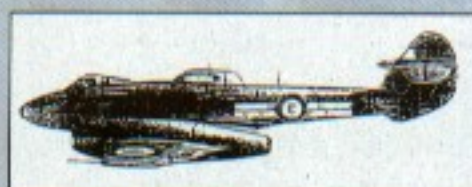
Meteor T Mk 7, Aeroclub



Meteor T Mk 8, Aeroclub



Meteor T Mk 7, Aeroclub



Meteor F Mk 4, Aeroclub



Meteor NF.14, Aeroclub



Meteor Mk III, Airfix

Key

- CA = Currently Available
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- IM = Injection Moulded Plastic (inc Limited-run)
- OP = Out of Production
- R = Resin
- VF = Vac-formed Plastic
- WM = White Metal (inc Pewter)

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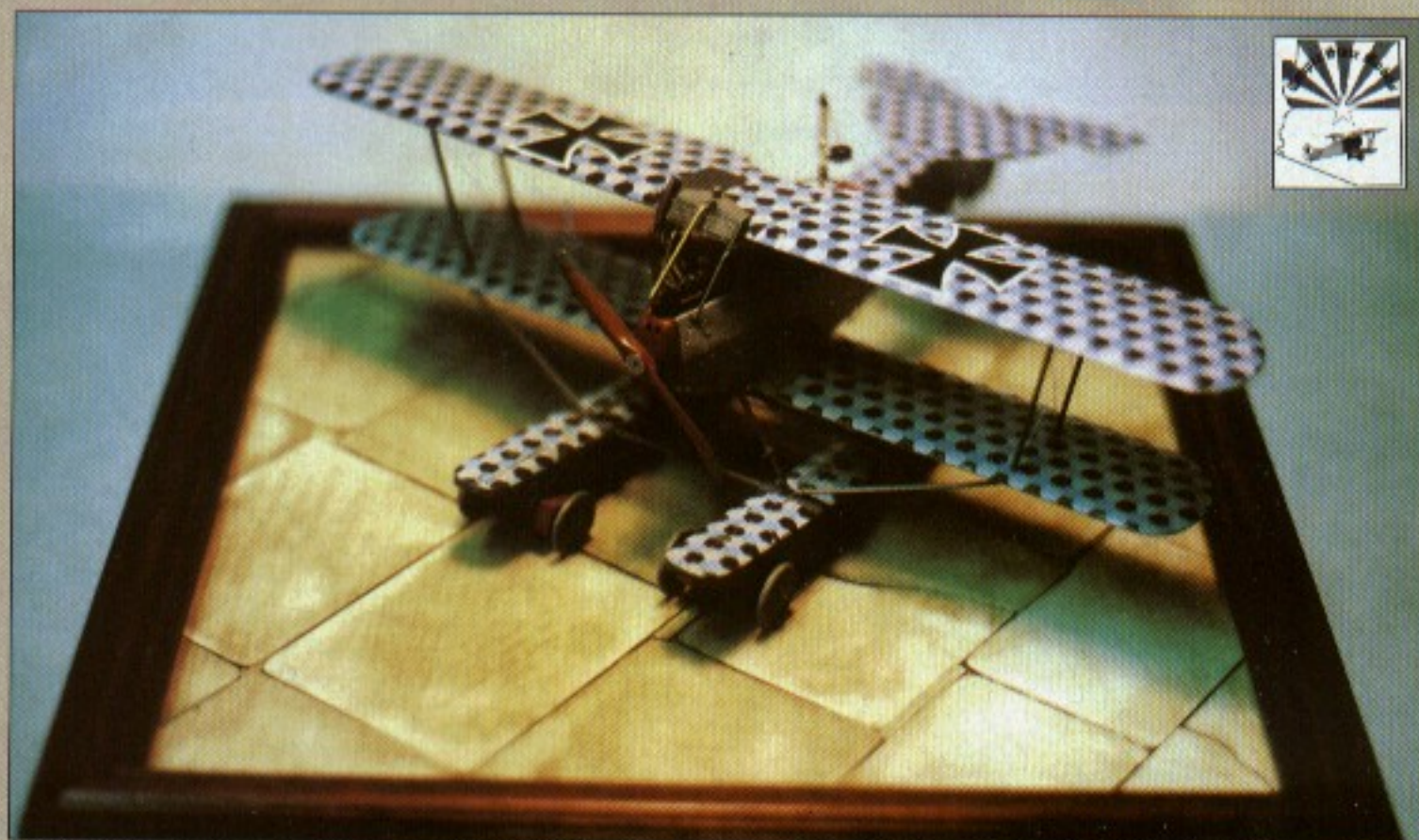
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Hansa Brandenburg W.12

by Rod Holland

According to his autobiography, Ernst Heinkel designed the Hansa Brandenburg W.12 on the back of a beer mat. As he is also supposed to have made the first drawings of the later W.29 on a menu it not only indicates that he went up in the world, but that he was one of those designers who could be called prolific!



Starting at LVG he then worked for Albatroswerke ending up as chief designer for Hansa Brandenburg, who became one of the main suppliers of aircraft to the Austro-Hungarian Army and Navy.

By the middle of 1916 the operations of the Royal Naval Air Service in the Channel and North Sea were proving so effective that they caused the German High Command to take a long look at their tactics and aircraft, and it was with the latter than Hr Heinkel's skills came to the fore. There was a distinct need for seaplanes. Albatros came up with their W.4

and Hansa Brandenburg produced a stop-gap aircraft with a seaplane version of the KD Scout (Hansa Brandenburg D.I), and these performed reasonably well until late 1917 when the Hansa Brandenburg W.12 arrived. The story of the construction and production of the W.12 is long and convoluted, suffice it to say there were many problems to be solved and so many modifications and alterations to the aircraft that I would recommend Windsock Datafile No.61 by P M Grosz, available from Albatros Productions, for an in depth examination of this fascinating aircraft.

The W.12's first action took place when Oblt. Friedrich Christiansen leading three W.12s shot down the British Coastal Airship C27 for which he was awarded the Pour le Merite, Germany's highest decoration. To say that this aircraft gave the RNAS a hard time is an understatement. A total of 146 W.12s were supplied to the German Navy, not a huge number, but enough to give the Navy a weapon to take on the RNAS on better terms until the arrival of the Hansa Brandenburg W.29.

The Kit

I think that I may have been a little unkind to Copper State Models with some of my comments about their earlier models but to give them their due each of the subsequent releases has been better and better. What you get, for rather a lot of money, is: ten

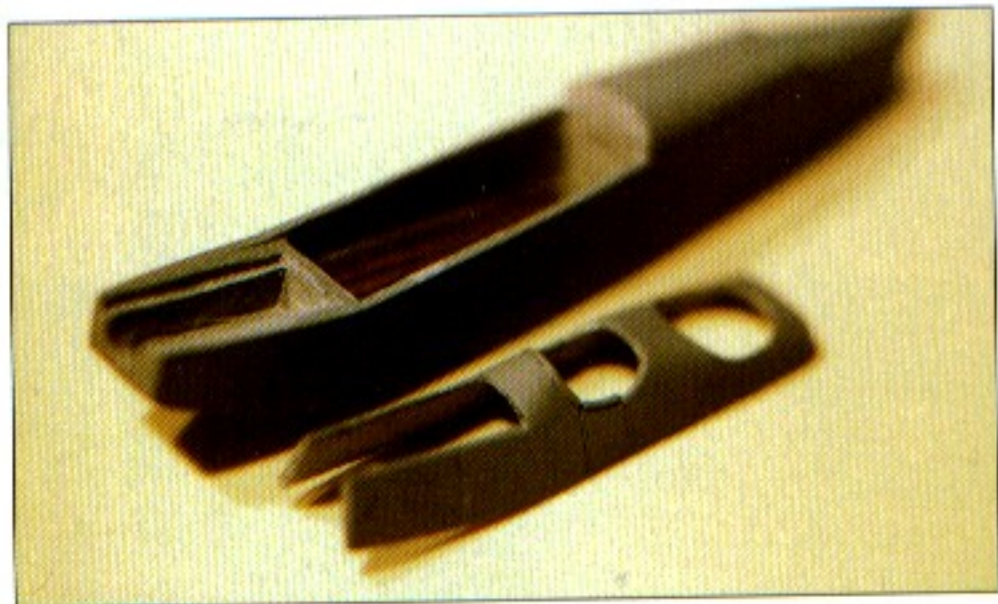
resin cast parts with very little cleaning up required, thirty-five white metal components again requiring a minimum of preparatory work, a nice etched fret giving forty-three components and two packs (one with the German gauges set, the other with a Mercedes engine in white metal), plus

Technical Data

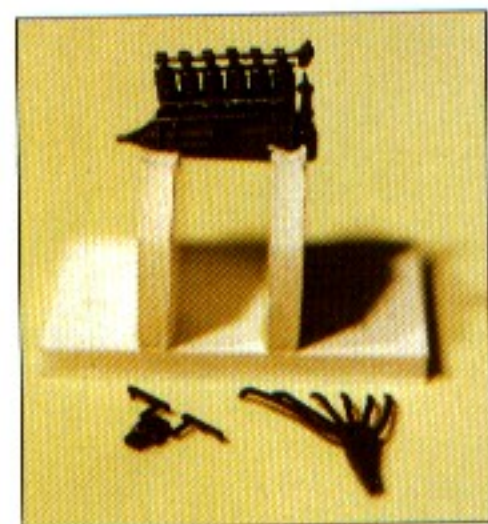
Hansa Brandenburg W.12
Manufacturer: Copper State Models
Scale: 1/48th
Price: \$99.00 (£73.50)
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, White Metal & Etched Brass
Parts: Resin 10, Metal 38, Etched Brass 106, Acetate 13
Decals Options: 2 (3 sheets of Naval Lozenge)
Manufacturer: Copper State Models



What you get for your money - the alternative rudder, upper fuselage and nose mounted radiator are not shown



Cockpit floor and selected upper fuselage



Mercedes engine and selector exhaust under way

eleven A4 sheets of assembly drawings, instructions and GA drawings by Martin Digmayer complete with no less than four sheets of decals; three of German naval Hexagons and a sheet of national markings giving options for two aircraft. A comprehensive package. I mentioned earlier that there were a vast number of modifications and variants of this aircraft, so plan out early for the one that you wish to build. To aid your decision you are provided with wing or nose mounted radiators and alternative exhausts.

I chose the markings for Hansa Brandenburg W.12 Nr 1012 C2MG 1917, an aircraft with the wing mounted radiator, and one of the options in the kit.

Construction

If you are not used to working with resin, a couple of tips. One, always wear a face-mask when sanding resin (always recommended when you are working with anything that puts a fine dust in the air but particularly resin). The other helpful hint is before starting construction always give the resin

parts a rinse in warm soapy water to get rid of any release agent, as this can cause havoc later when spraying your model. I know I'm teaching Granny to suck eggs but do put the plug in the sink when doing this as it can be irritating to have to search the U-bend for a missing part!

I now made a floor for the cockpit using plasticard painted a dirty wood colour. I gave it a wipe over with an Artist's oil colour Raw Umber well thinned with turps. This dried quickly and was then given a wash with thinned Matt Black and provided a base so that everything else can be dropped into the cockpit area. I ran into difficulties here as I had a problem in finding the control column and instrument panel. Page 26 of the Datafile gives a photograph of the instrument and note that the control column is of the steering wheel type which I eventually found on the etched fret. I thought this rather tiny and flat so I replaced it with a white metal one from the spares box. I feel that a component as obvious as this would have been better supplied as a white metal casting. The instrument panel is referred to as a dash panel and as a car modeller I'm ashamed to say the term did not register so I scratchbuilt one using plasticard, decal instruments and brass bezels only discovering the one supplied on the etched fret once I had installed the scratchbuilt version. The location of the pilot's seat is left to the modeller and the gunner's pulpit is left totally vacant so a little scratchbuilding is necessary. One might assume that the rear cockpit would contain spare ammo drums for the Parabellum MG. These were quite large so I doubt if there would be more than three with another fitted to the gun. Possibly a radio with a morse key on a shelf

accompanied by an aerial on a reel and a folding seat for the Observer/Gunner. These I made up using some scraps of plasticard and a small piece of brass wire. I used a paper punch to make the ammo reels and the aerial reel with some stretched sprue for the aerial.

Unlike other manufacturers, Copper State Models provide lists of parts, notes and drawings rather than one or two main assembly and location drawings and I must admit, I found this rather irritating having to flick back and forth through eleven pages playing hunt the part! Of course being old and decrepit did not help as I had a little difficulty in reading some of the numbers on the brass fret (one of the reasons that I work in 1/48th scale). I spent a couple of happy hours fitting the many access covers

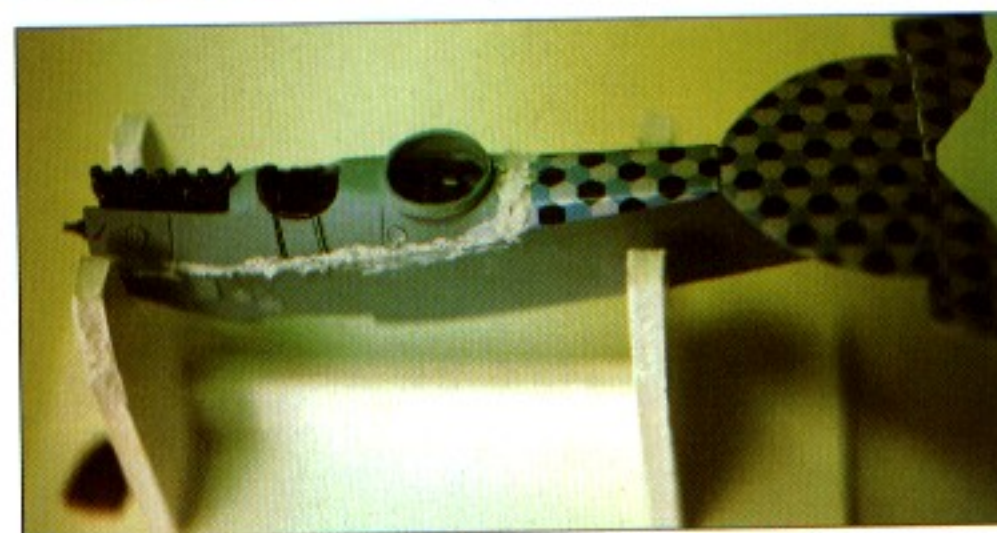
When dry the undersurfaces were sprayed with a Hols Acrylic car spray called Sierra Beige. This gives a good representation of unbleached linen. When these were dry and given a coat of Klear I decalled the upper surfaces of the wings, the tailplane, the upper rear fuselage and the upper surfaces of the floats using the German Navy Hexagonals but this time I used MicroSol to help apply the decals to the floats. These have a complicated surface with steps and caps and the decals needed a little help. These are printed by Microscale and are very good, a nice thickness with dense colours.

Assembly Once More

As usual I made a small jig from card-faced foam to hold the floats so that the struts can



Work underway on the cockpit interior



The only touch of filling required. I only wish I'd done it before decalling the back end!

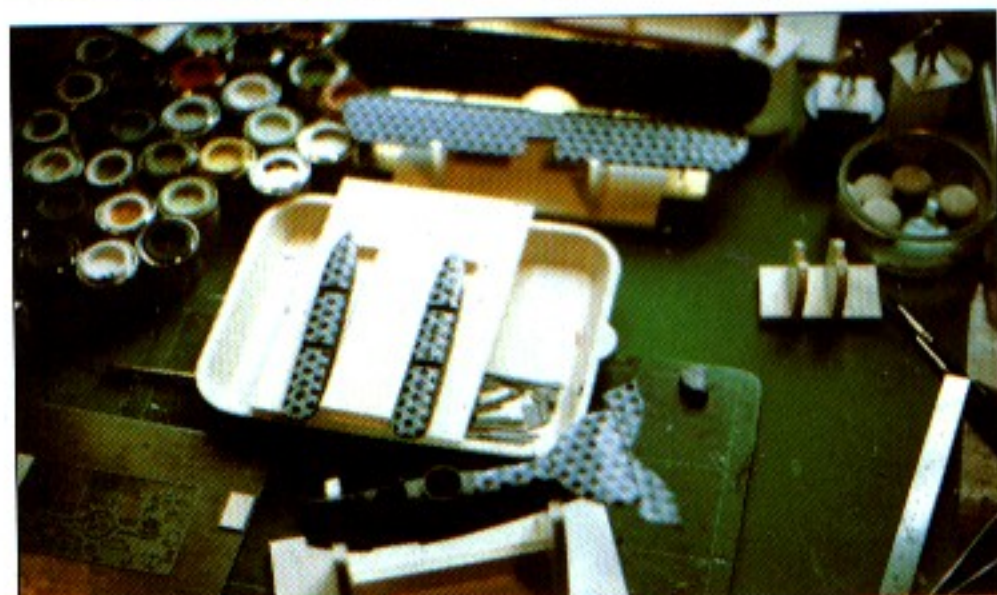
to the fuselage but I feel that a couple of drawings of the cockpit and the gunner's pulpit would have proved useful.

Painting

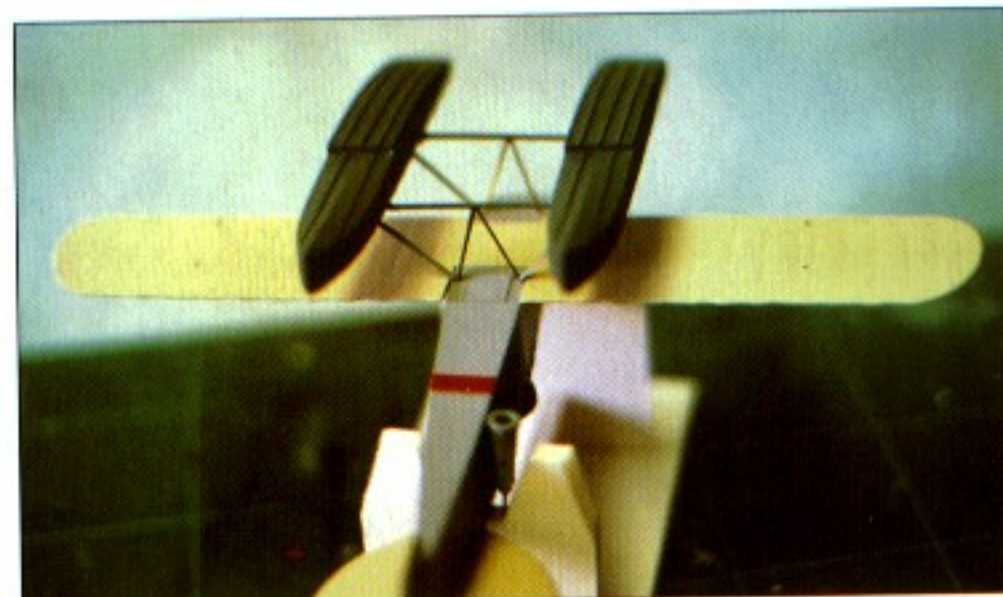
The fuselage was sprayed with Hols Dupicolor Ford Mistral Blue and the floats and struts were painted with Humbrol 106 (Matt Ocean Grey).

The wings and tailplane were now cleaned up and sprayed with a grey primer.

be fitted. Templates of the struts are provided in the instructions to help you sort out what goes where. Now is also a good time to give the struts a coat of the aforementioned dark grey paint. Whilst everything is drying, it is back to the fuselage for the installation of the engine and the forward firing Spandau MG. This particular aircraft only mounted one MG on the starboard side. Fully cast white metal guns are provided for both Spandau and



Setting up the jig for the floats! The useful white dishes are ex-BOAC food trays



The vee struts made from brass are now installed



Gun rings installed, note the size of the one supplied



So who needs an upper wing. You can see where the Hansa Brandenburg W.29 came from!

Parabellum machine guns and etchings for these are also provided on the fret supplied. These are what I used but having fitted the Spandau MG I found it necessary to carefully remove it to avoid damage when fitting the cabane struts and the upper wing. Another small difficulty came to light at this point as I attempted to fit the gun ring for the Parabellum MG. I found the hole in the fuselage too big, yet again a visit to the spares box was successful and I came up with a spare. With this in place I was also able to fit the Copper State version which gave it some depth, it was then put to one

main float-to-fuselage struts were now fitted and as you are locating a fuselage and lower wing, this heavy component being attached to four small points, it requires some support, so I used card-faced foam to make a small jig. I now found that some additional struts were required and I made the vee-shaped front and rear float-to-fuselage struts using brass Strutz material. The rear-to-forward float-to-fuselage must also be made.

The drawing supplied in the kit shows these and the vee struts to be made from rod, whereas photographs in my references



Ready for the upper wings. Note the wings for the Albatros W4 at the rear of the bench

aircraft No. 1407 show struts to be of airfoil section whilst those of aircraft No. 1012 are of much lighter rod. This also had supports for the radiator mounted on the leading edge of the upper wing. These are supplied in the etched fret but I could not match them to any of my references, either photographic or drawings, so again as I was building No. 1012 I resorted to using 1/32in brass rod. This was bent according to the drawings then primed and painted a dark grey.

Because this aircraft has so many variants (I doubt of all those built that there were two alike!) I can understand why the manufacturers have taken this route to give the modeller some options but they could supply the materials. When it came to actually fitting the upper wing it installed better than I anticipated. Again I replaced the white metal interplane struts with brass.

One of the joys of this aircraft is that there is very little rigging, just a little bracing on the interplane struts. The Spandau MG was now replaced and the

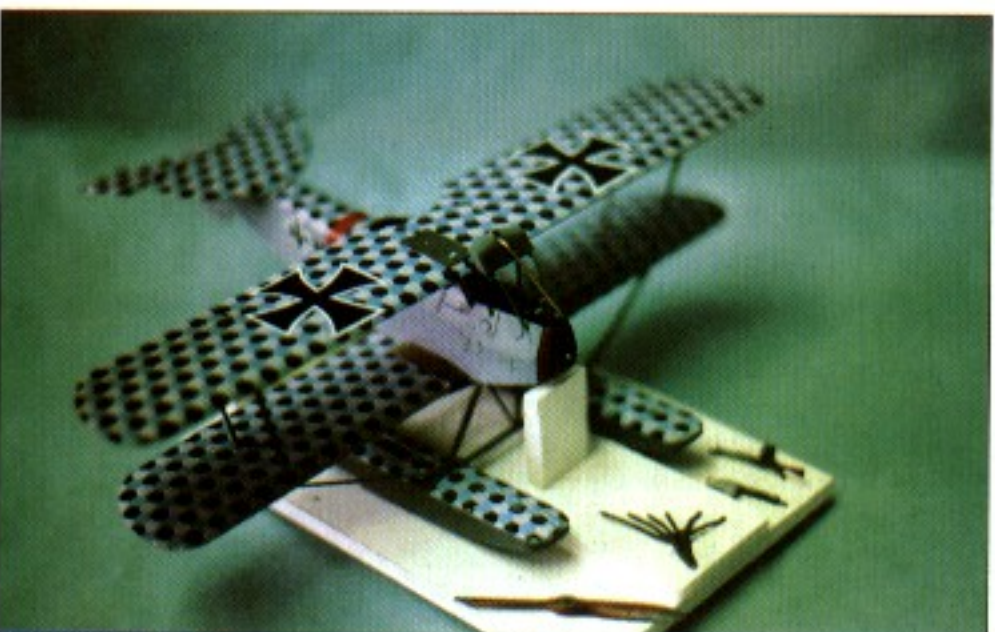
control horns fitted and rigged using Aeroclub rigging material, and finally the Parabellum MG was installed and I think the brass guns add a finishing touch.

Conclusion

Firstly not a kit for a beginner, and even an experienced model maker should investigate thoroughly before investing £73.50. It is a lot of kit for a lot of money and as described I found some parts to be irritating, having to supply struts at that price particularly so! You must have decent research material, drawings etc. and you must make a decision early in the build as to which aircraft you are going to construct.

I cannot deny that despite occasional annoyances, I enjoyed building this model; being a naval aircraft enthusiast helped and it is the sort of model in which one can invest Christmas and Birthday monies; after all I doubt if we will see another kit of this particular aircraft from anyone else.

Rod Holland



The final fittings, the exhausts require a degree of adjustment

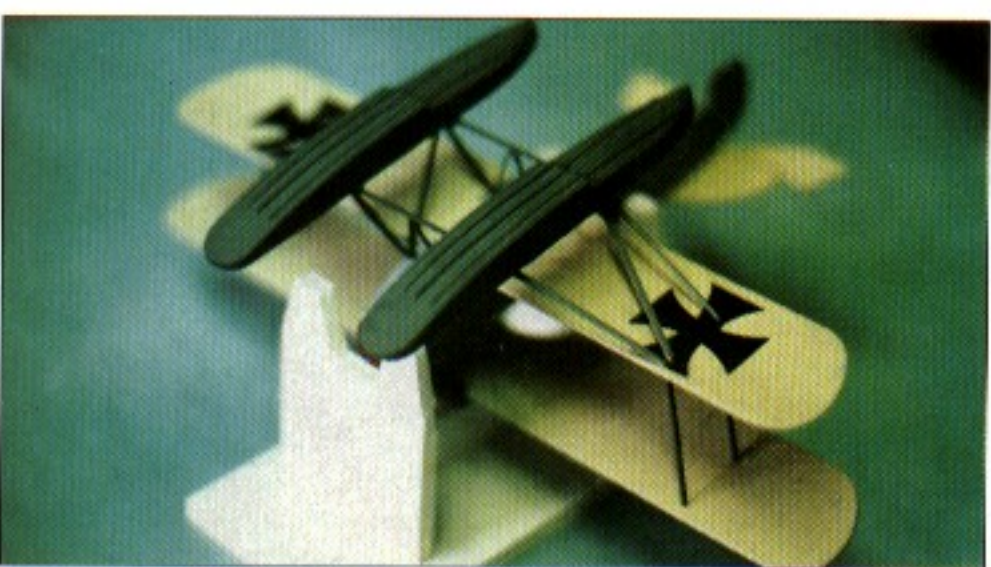
side for the gun to be fitted later.

As I was about to apply the remainder of the decals, I realised that when I chose aircraft No. 1012 it required a red band around the rear fuselage; this is not supplied in the kit and as I had already decalced the upper rear fuselage with hexagon I could not apply masking. Luckily the decal box came up with some solid red sheet which was cut to size and applied. Problem solved!

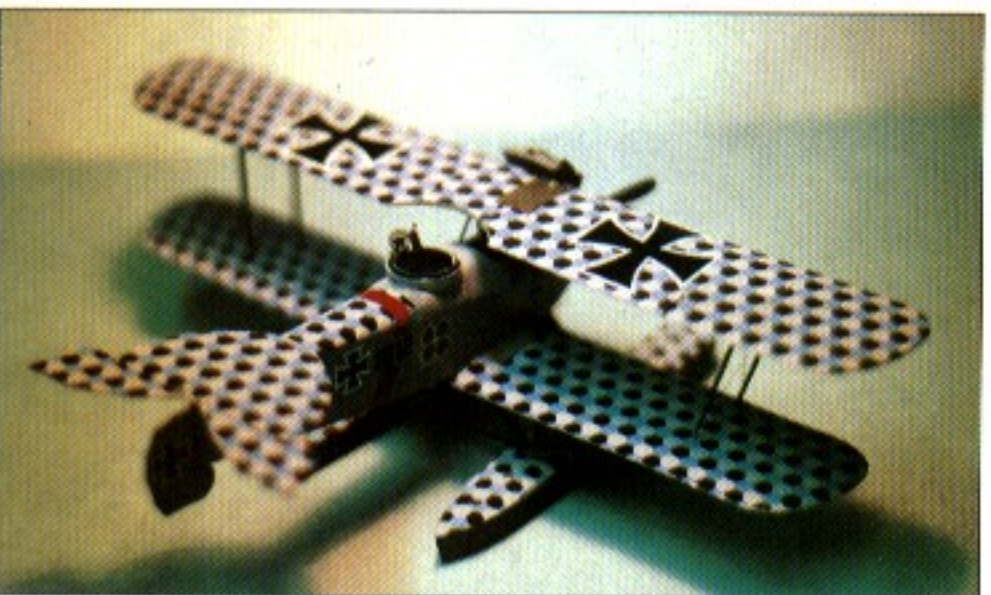
Now to start assembling the float undercarriage. I found that the white metal struts were rather soft and I considered that the float-to-float struts needed a degree of rigidity so I replaced them with brass. The

show these to be of an airfoil section. If you are reluctant to use brass, extruded airfoil section plastic is available from a variety of sources. Once these struts were dry I now fitted the three port and starboard wing-to-float struts. I would recommend that you paint these before locating them as they are hard to get at once located.

So now we have to look at installing the upper wing and here I was disappointed as you have to manufacture the cabane or centre section struts. A suggestion is made on one of the many instruction sheets to use a measurement of '0.045', but does not say what (mm or inches?). Photographs of



Do remember to put the underwing decals on before fitting the struts!



The finished article! I enjoyed building this complicated model. Not one for the beginner

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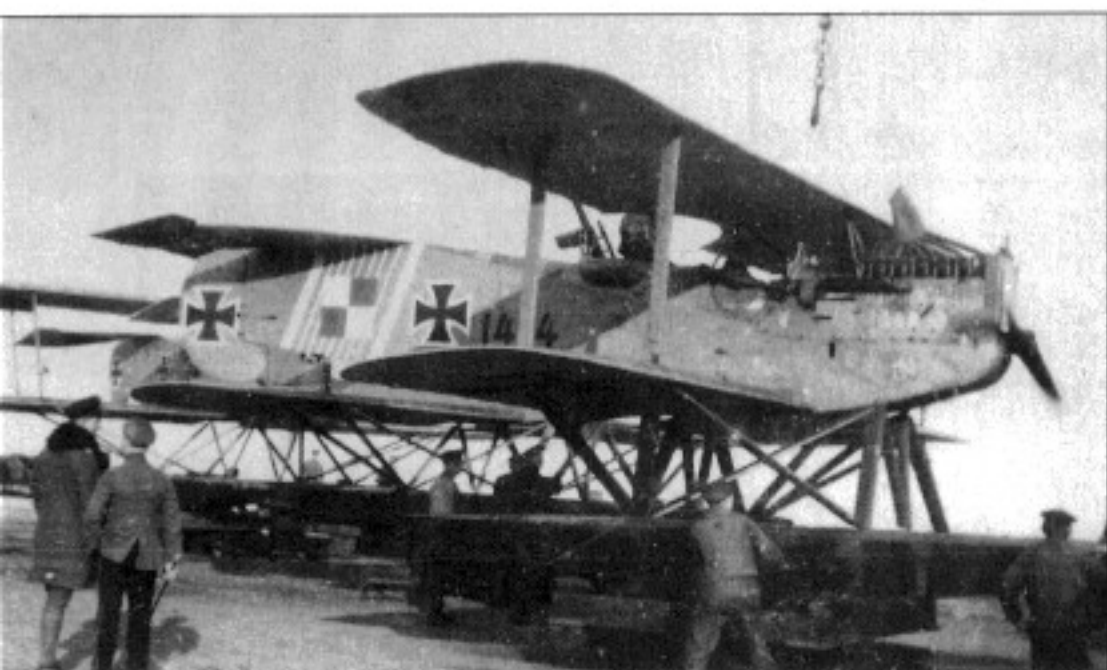
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No. 1414 piloted by Lt n d R Becht commander of II.C Staffel based at Zeebrugge. This is the subject of the drawing. The floats have a printed fabric top covering, whilst the rest is either plain varnished wood or has the black (on models, dark grey) bituminous finish as mentioned in the text.

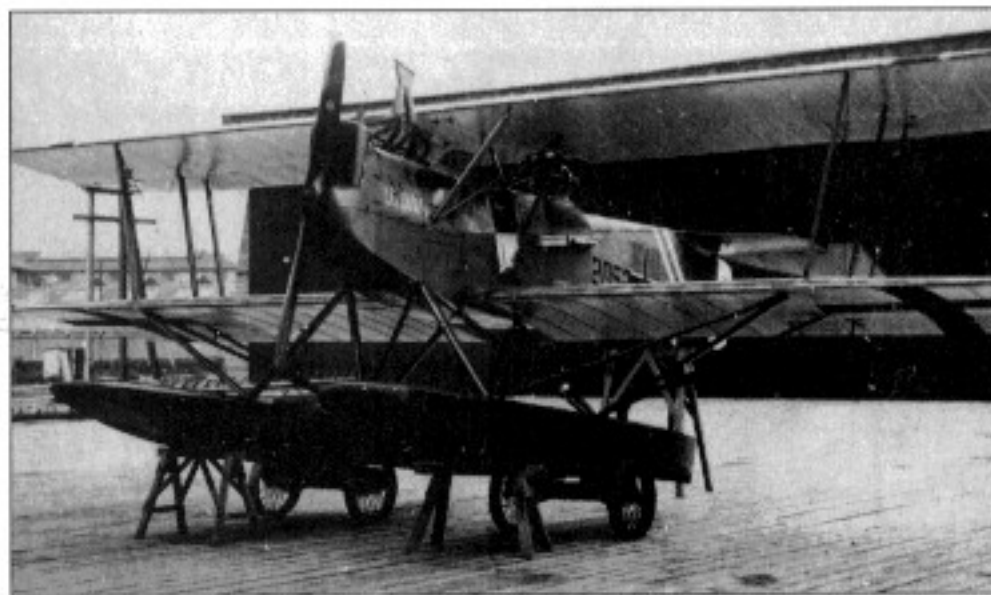


A posed group at Zeebrugge in front of No. 2004. At centre seated on the float is the station commander Objt d R Friedrich Christiansen with his right hand on Becht's shoulder. Note that the fixed gun is partly shrouded on this W.12.

The Hansa-Brandenburg W.12

by Harry Woodman

The Brandenburg W.12 was created as a direct result of a request from the Reichs Marine Amt (German Admiralty) for a two-seat seaplane capable of carrying out offensive operations as well as other tasks normally undertaken by such machines. What emerged was a two-seat fighter biplane which, after numerous alterations and improvements, proved to be a remarkably manoeuvrable aeroplane of considerably advanced design for the period. To fully appreciate this it is necessary to compare its clean-cut profile with the collection of multi-strutted excessively-wired large seaplanes characterised by the Short family and the Faireys etc. and the miscellany of small flying boats seen over the Franco-Belgian littoral, the Baltic and the Adriatic. However, the RNAS did have the large Curtiss and Felixstowe flying boats which were powerful and capable of long range operations as well as being heavily armed. The Brandenburgs



No. 2052 on its beaching trolley at Norderney. Note the later exhaust seen on later models and twin fixed guns are fitted. The floats here appear to be totally bituminised and the open pilot's door reveals a white interior. Signal cartridge boxes are mounted on the external flank of the rear cockpit. The brass sheathing on the propeller blades was common on all marine aircraft.

were to come as something of a shock even to their crews when they first appeared.

The Hansa-Brandenburgische Flugzeugwerke A.G. of Briest on the Havel river was just one company in a consortium

created by the Austrian Industrialist, Camillo Castiglione. Other companies in the fold included the UFAG and Phonix firms. The Chief Technical Director of the Brandenburg company was Ernst Heinkel who was perhaps a trifle prone to imply that he alone was responsible for the successful Brandenburg marine aircraft. However, certain design features of the W.12 were undoubtedly influenced by developments in the other branches of the CC empire, especially Phonix. Indeed, the family resemblance between the W.12 and the excellent Phonix C.1 (121 series) is obvious.

Although only 146 W.12s were produced the seaplane was subjected to a large number of tests and investigations leading to a continuous programme of improvements and alterations during the

various production batches. The major changes are listed below with notes, but to illustrate the problems one might consider the difficulties with the floats. Like wooden floats (and hulls) everywhere, they leaked, especially at the junctions of the float with the struts. Additionally, wooden floats absorbed moisture even when coated with layers of tough marine varnish and enamels. Later, a thin bituminous paint was applied but the problem was never completely solved until metal floats became available late in the war. Some late production W.12s may have had aluminium bottoms fitted to their floats. Despite all the problems the W.12 had a strong airframe and, apart from a pair of stagger (aka incidence) wires between the interplane struts, the cellule was wire free. The formidable struts between floats and lower wings provided more than adequate strength. The deep fuselage made up for the lack of a fin and the inverted position of the rudder permitted a superb field of fire for the observer with his Parabellum on a ring mount. With its remarkable handling qualities and armament the W.12 was a formidable fighting machine.

Those who would like a full technical history of the type should consult the Windsock Datafile No. 61 by Peter Grosz; this feature is merely an illustrated commentary with a view to assisting modellers.

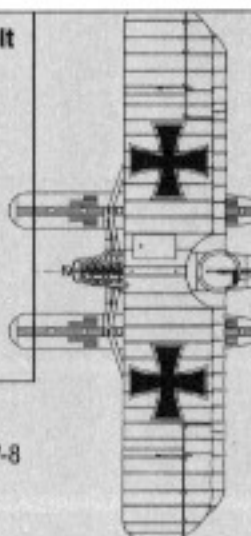
Designation & Production List

The German Navy had its own designation

Marine Number	Designation	Engine	No. Built
1011 - 1016	C2MG	160hp Mercedes D.III	6
1178 - 1187	C2MG	150hp Benz Bz.III	10
1395 - 1414	C2MG	150hp Benz Bz.III	20
2000 - 2119	C2MG	150hp Benz Bz.III	20
2023 - 2052	C3MG	150hp Benz Bz.III	30
2093 - 2112	C2MG	160hp Mercedes D.III	20
2113 - 2132	C3MG	160hp Mercedes D.III	20
2217 - 2236	C2MGHFT	160hp Mercedes D.III	20
TOTAL			146

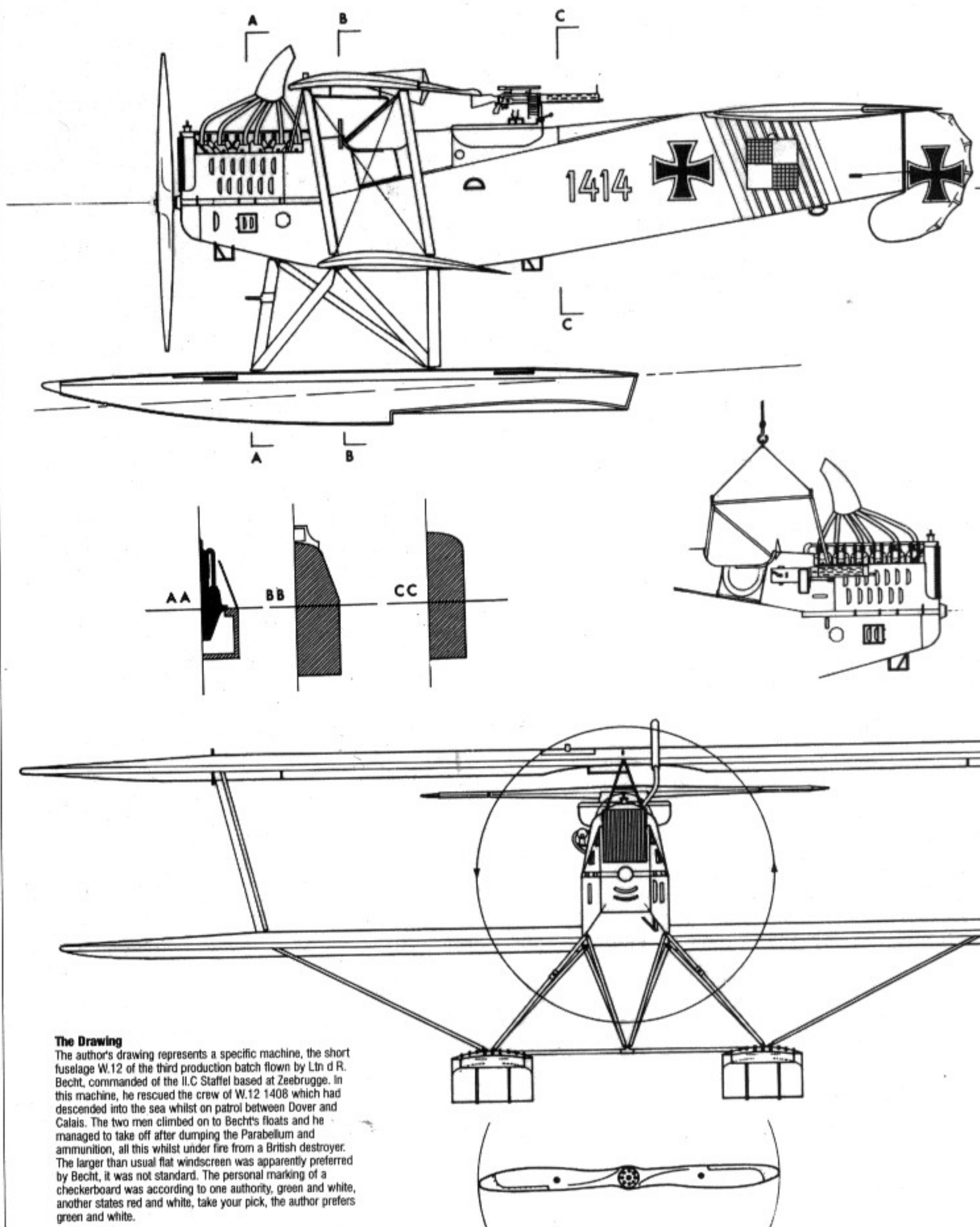
Notes:

Marine Number 2027 was destroyed during acceptance tests.
Marine Number 2106 was used as a test bed for the 195hp Benz Bz.IIIb V-8 engine and was never employed on active service.



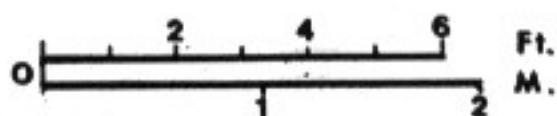
Seeflugzeuge type W.12

Hansa-Brandenburgische Flugzeugwerke A.G.



The Drawing

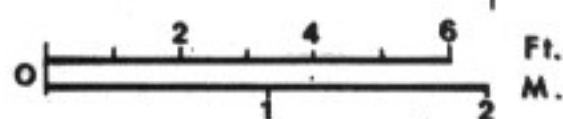
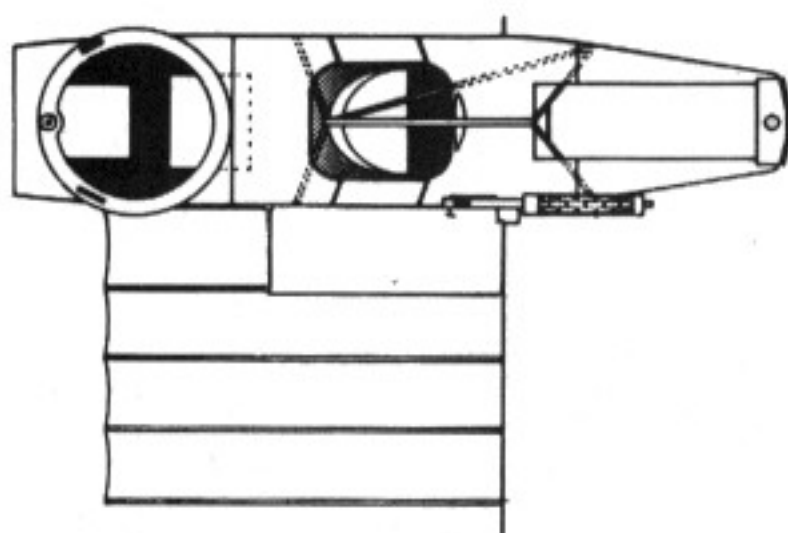
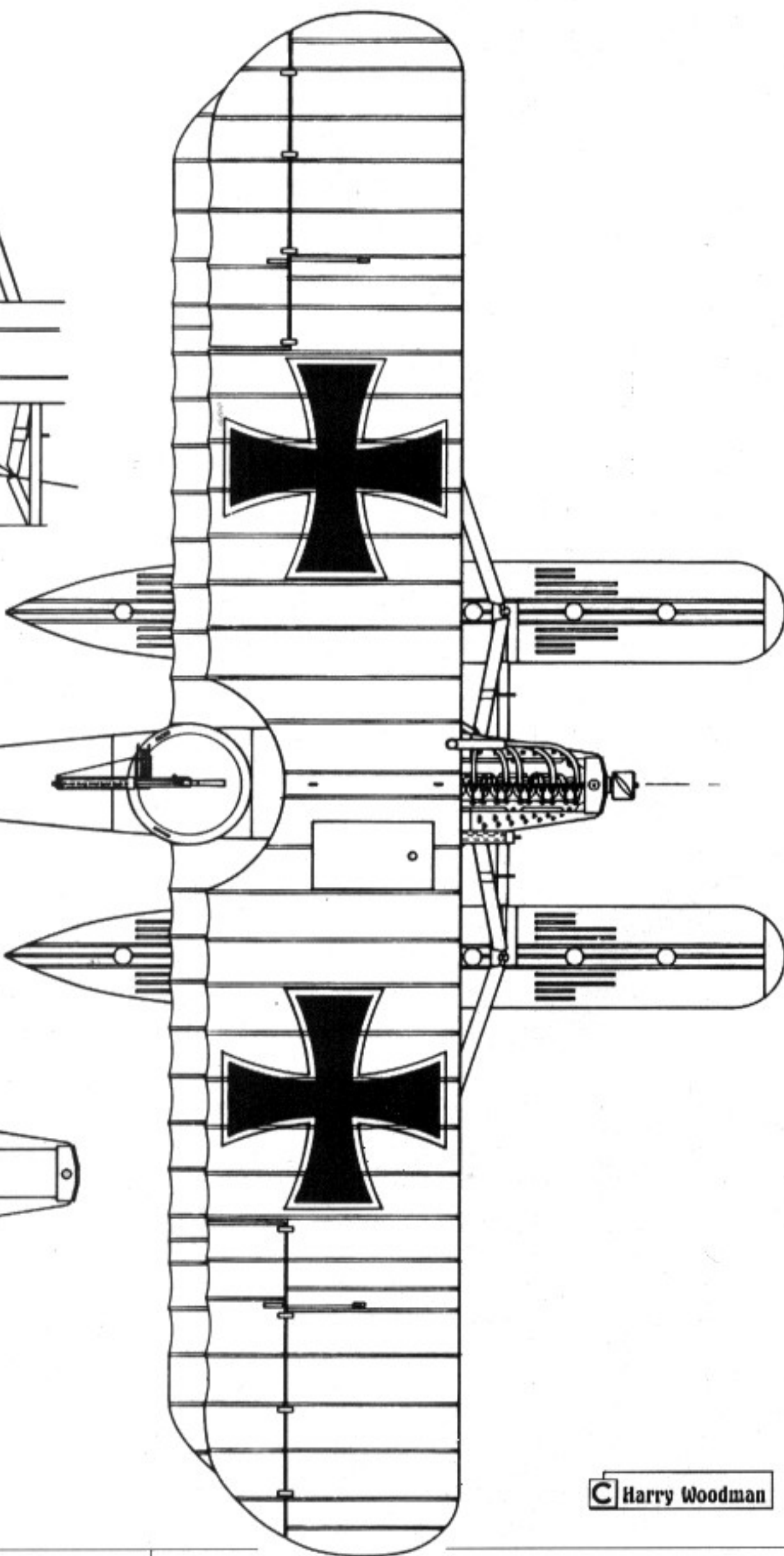
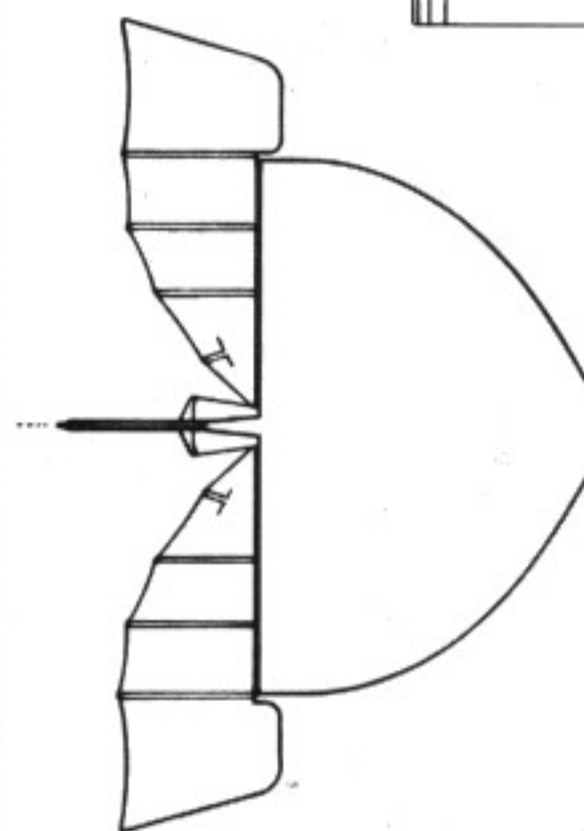
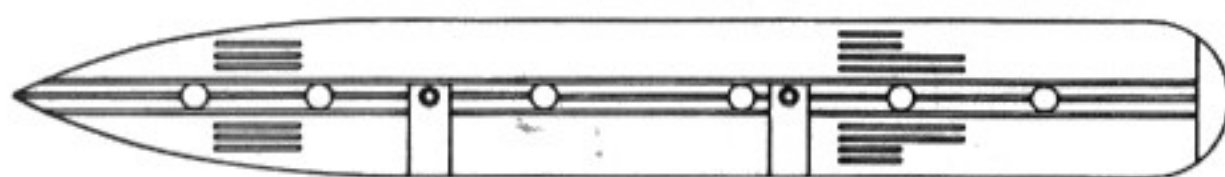
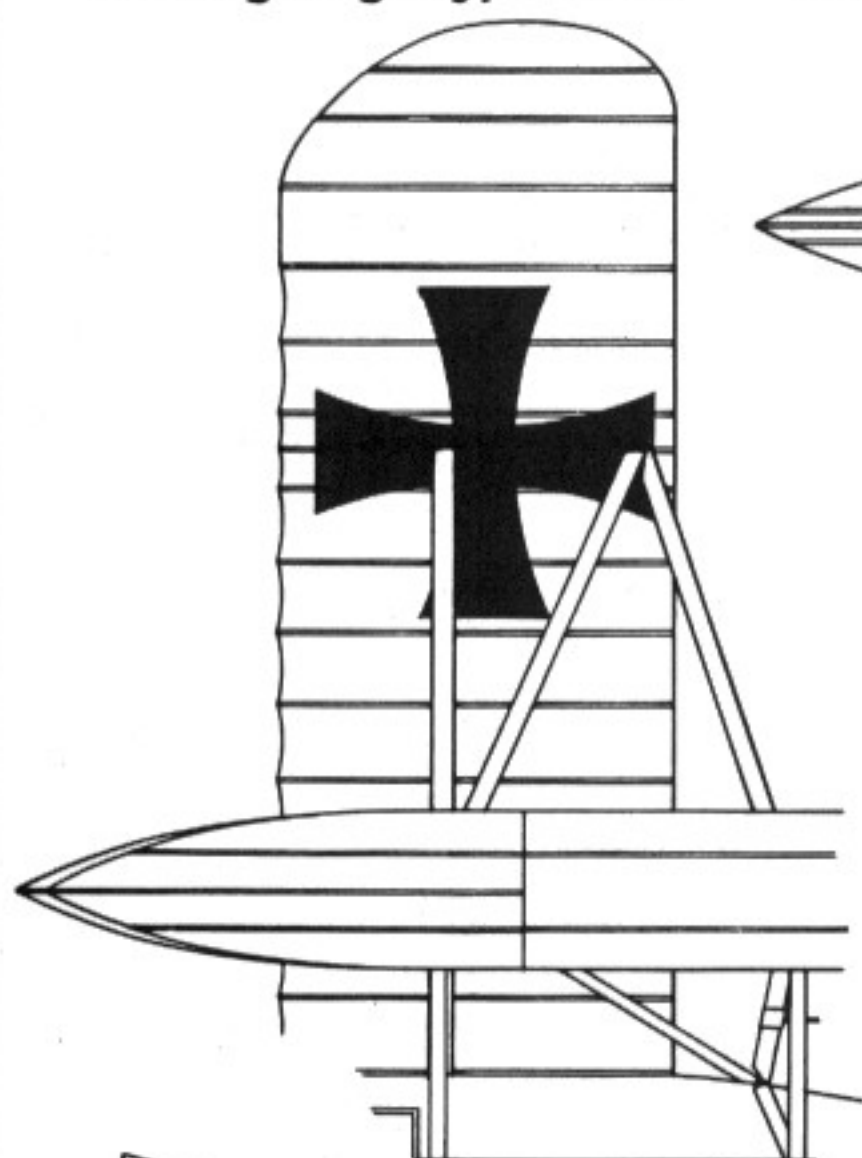
The author's drawing represents a specific machine, the short fuselage W.12 of the third production batch flown by Lt n d R. Becht, commanded of the II.C Staffel based at Zeebrugge. In this machine, he rescued the crew of W.12 1408 which had descended into the sea whilst on patrol between Dover and Calais. The two men climbed on to Becht's floats and he managed to take off after dumping the Parabellum and ammunition, all this whilst under fire from a British destroyer. The larger than usual flat windscreen was apparently preferred by Becht, it was not standard. The personal marking of a checkerboard was according to one authority, green and white, another states red and white, take your pick, the author prefers green and white.



Harry Woodman

Seeflugzeuge type W.12

Hansa-Brandenburgische Flugzeugwerke A.G.



C Harry Woodman



This upended W.12 No. 1407 at Norderney in July 1918 provides an excellent view of the printed fabric. It has been applied so that the joins can not be seen nor the rib tapes (see text). The crude obliteration of the old iron cross by, probably, grey paint is notable as is the darker patch covering the gravity tank. The under-surface of this machine's wings were clear doped and the original cross had been similarly obliterated with a white paint from leading to trailing edge.

system for aircraft based on a very simple format. The prefix 'C' indicated that the machine was a two-seat aeroplane with a single flexible gun mounted. This was followed by a code which indicated additional armament e.g. '2MG' meant that the machine had a fixed gun forward and a flexible gun aft. The code '3MG' was applied to later W.12s where the pilot had a pair of fixed guns. The suffix HFT indicated that the W.12 was equipped with radio in which case one of the pilot's guns was dispensed with hence W.12 'C2MGHFT' signified a W.12 of the late production series, marine numbers 2217-2236.

The following list of production batches is included in order that a modeller can ascertain what specific features were present or absent when modelling a type other than that provided by the kit and to check that any extra decals marketed are appropriate to the type.

Notes for Modellers

The new Copper State issue is not of course the first kit of this aircraft. Versions in 1/72nd and 1/48th scale have been produced for the last ten years in vac-form and resin and some of these may still be available or lying untouched in cupboards. Whilst the writer has not, at the time of writing, seen the actual Copper State kit (See World War One Wings elsewhere), it appears that it represents a short fuselage version and provides radiators, exhausts and nose panels appropriate to the Benz and Mercedes models. It is quite possible, indeed highly likely, that one of the many decal manufacturers will produce alternative markings to suit various W.12s. It is important therefore that the markings and serial numbers used are correct for the variant being modelled. This writer knows how to go about extending a fuselage if needed, provided that it is injected plastic, but has had no experience with resin.

When modelling aircraft which exhibited so many structural variations as the W.12 it is advisable to select one specific machine as a reference source. The following is a list



A poor but interesting print. This W.12 has a leaking port float and to maintain stability, one crew member is seated on the starboard float whilst his companion squats on the wing. The engine is still ticking over and the rudder is hard to port causing the W.12 to make slow anti-clockwise circles to relieve the damaged float. The white area on the wing probably means that a larger cut-out has been made and the work covered with plain fabric, probably at station level.

of the more important changes in the series.

Fuselage

There were of course two fuselage lengths (to be absolutely precise there were more, but ignore this). Marine No. 1414, the subject of the drawing, was the typical short fuselage model with a fuselage length (front of propeller to stern post) of 6950mm whilst No. 2023, a typical long fuselage model having a corresponding length of 7710mm (dimensions on German drawings are invariably in millimetres). The long fuselage format was adopted with the series 2000-2019.

Another obvious difference was in the engine and radiator, the Benz engine W.12s having the frontal radiator whilst the Mercedes had the upper wing mounted type. There were also at least three types of exhaust fitted, the Benz exhausting to port and the Mercedes to starboard. The longer fuselage meant that the stern/rudder post was shorter and in consequence, the rudder was also shorter but wider. From 2001 (it seems) onwards, the stabiliser (tailplane) was of a more angular shape.

Wings

Fortunately, apart from the prototypes, these did not vary in span or chord throughout. However, other changes were made during the production runs. The cabane (an old

term which came to mean what were later called the centre-section struts) in its original form was a pair of inverted Vee struts, and awkward for the pilot, especially combined with the original very small cut-out above his head. Starting with the series 2000 - 2001 this was replaced by the more open strut system as seen in the drawing. In addition, a larger cut-out was installed on 1404, and eventually an even larger one was adopted in the series 2000 - 2019. Some earlier W.12s may have had the increased cut-out installed at service stations.

Ailerons were originally fitted to the upper wing but to improve handling they were later added to the lower wing panels after testing on No. 1413. They were generally adopted as standard.

The ailerons of the W.12 had a distinct 'washout', a common design feature of very many German aircraft of WW1. For those not familiar with this old term, it merely means that the aerofoil section at the trailing edge near the wing tips flattens out giving it a turned up appearance.

Photographed from certain angles, the wing form looks tapered, an illusion which has led some draftsmen to falsely represent wing shapes in plan form.

Armament

The pilot was provided with a fixed synchronised machine gun on the starboard flank, mounted externally on brackets with



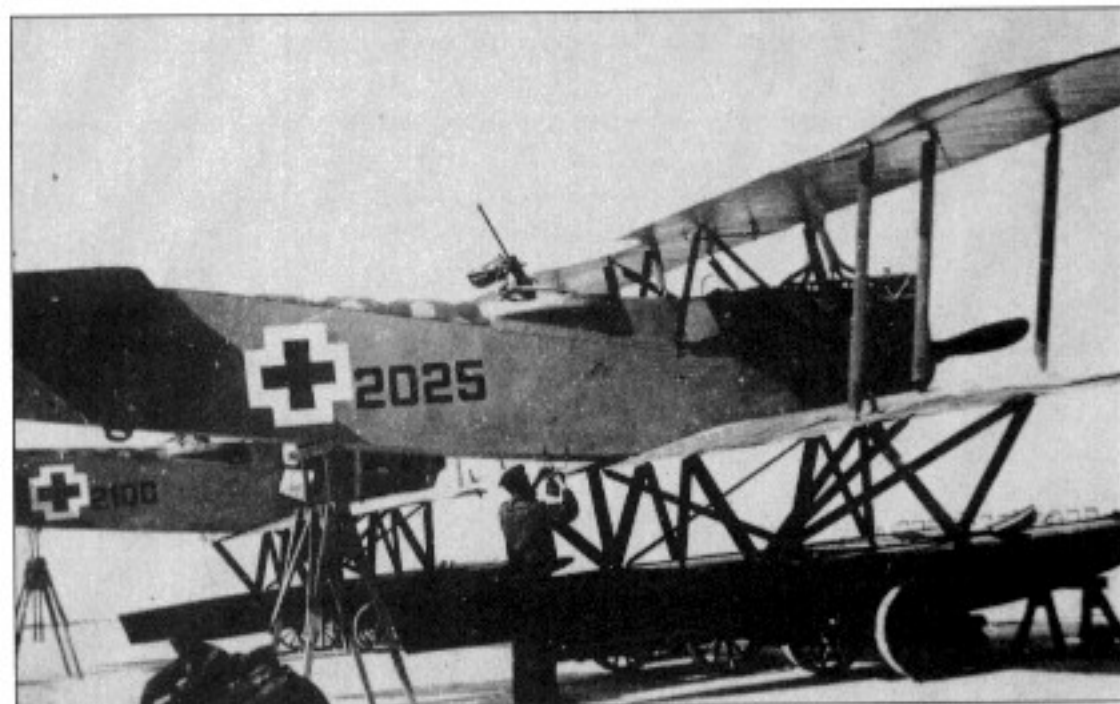
A good overhead shot of Christiansen's No. 1183 revealing the printed hexagonal fabric in bright sunshine. From a distance the overall effect was a mottled grey but the large crosses rather spoil this. Late German aircraft often omitted the white cross surround.

the ammunition belt fed through curved trunking into the right side of the breech. In later models the gun breech was contained within the fuselage panel. However, heat from the engine passing back near the ammunition feed was not liked by some pilots. Due to the diversity in this area it is important to check with photos. On later W.12s starting with the 2113-2023-2052 and 2113-2132 series, twin guns were fitted. The guns themselves were IMG 08s not LMG 08/15s as so often portrayed. The German Navy had its own supply arrangement with the Spandau Arsenal and all W.12s and indeed the subsequent W.29 and later monoplane series also mounted these guns, recognisable by their slightly fatter jackets and rectangular breech cases.

The observer was equipped with a Parabellum M14 machine gun and later the narrow jacketed M14/17 (see author's feature on the Hannover CI series in SAMI Vol 4 Iss 4 April 1998). The weapon appeared on two distinct types of mount; the photographs illustrate these clearly. Both types were also used on subsequent Brandenburg seaplanes.

Camouflage

The Copper State kit will contain sheets of German Naval hexagonal printed fabric. If it does not entirely correspond in colour or shade with others sheets marketed do not



No. 2025 was rated as a C3MG and was a typical long-fuselage type. Despite the improved control and heavier armament, the performance of these later models was inferior to the early types. The rear gun is a Parabellum M14/17 on the half-hoop elevating barrette.

despair, for despite the acres of tests that have appeared in recent years about these fabrics, all are based on interpretations of minimal basic information. Naturally, decal manufacturers like to claim that their product is "authentic" and the thing is, who can argue?

Contemporary documentation (and researchers have uncovered some), does not contain precise detail of colours, no colour chips, no Methuen codes, merely general descriptions such as 'light blue', 'greyish brown' etc. From such meagre ingredients some have managed to prepare a multi-course banquet. It is true that in recent times a fragment of naval hexagonal fabric has turned up which appears to be authentic. Unfortunately, as it has never been doped or varnished, it was obviously never used on the surfaces of an aircraft. As such, it gives only a slight indication (bearing in mind fading), of the true colour of the treated fabric covering the wings of an operational aircraft.

The crux of all this rests on documents dated March 28th 1917 which specified that upper-surfaces of wings, floats and tail surfaces were to be covered in the three-coloured hexagonal printed fabric. The

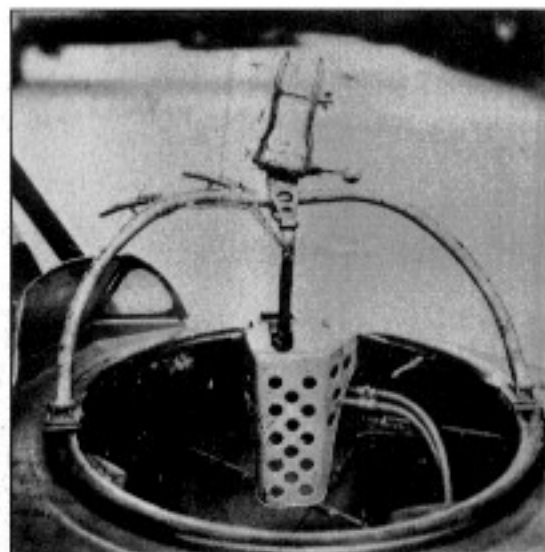


W.29s on patrol accompanied by a W.12 probably fitted with radio.

colours are merely specified as 'grey brown, grey blue and grey violet'. This regulation also specified the colour that was to be applied to the sides of fuselages, floats etc. It was 'light blue-grey', no precision, only general terms. There are further unhelpful fragments such as comments by British officers inspecting German naval seaplanes using the term 'slate grey' to describe this

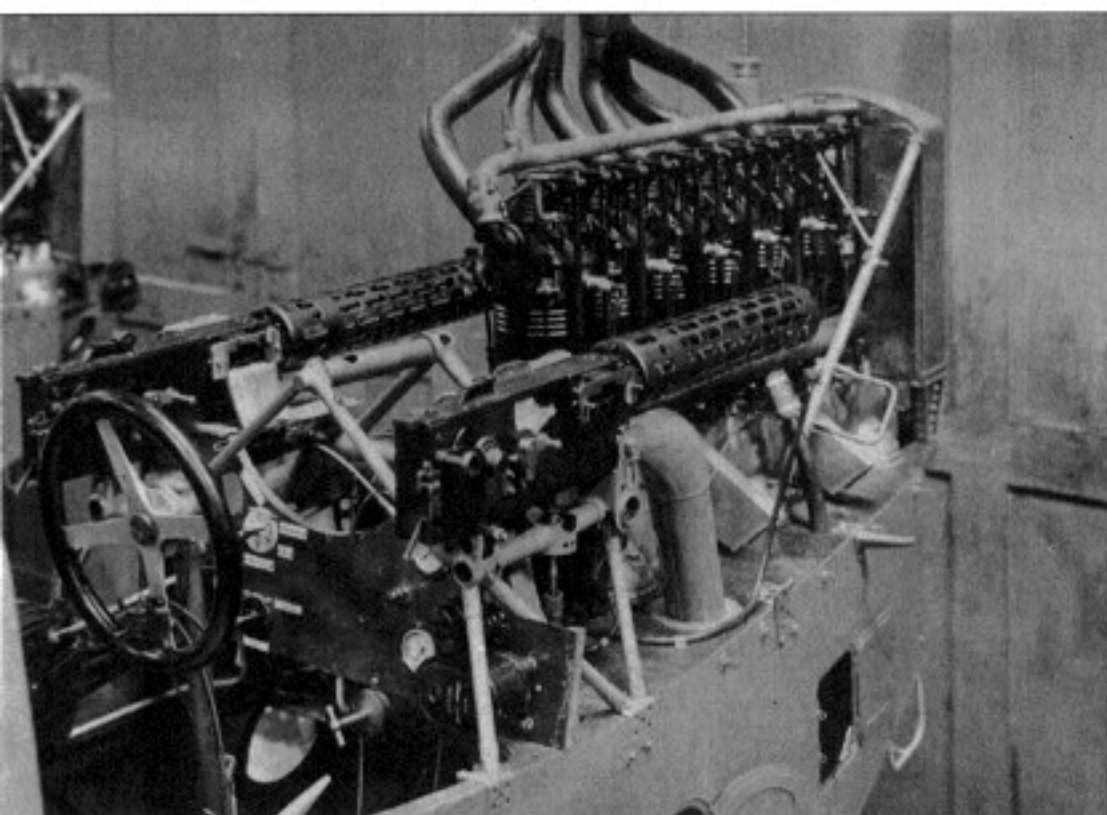
colour. As slate varies in colour depending on the quarry from which it came this again lacks precision. Slate can vary from a greenish-grey (like dark sea-grey) to a bluish-violet shade. If anyone tells you that your model has the wrong colour camouflage, ask them to prove it.

There is one specific aspect worth noting and which is illustrated in one of the photographs with this feature, the care with which the printed fabric was applied. This is particularly true with the Brandenburg seaplanes but not necessarily true of other types. Just like a competent paper-hanger care was taken to match up the pattern when



Many W.12s especially the later models were fitted with this type of gun ring, more accurately described as a barbette. The crutch which held the Parabellum was standard but it is here mounted on a half-hoop which was capable of elevation and depression. It was held in various positions by hand levers which through Bowden cables activated a ratchet system on the lower vertical member. To prevent the observer snagging his clothing on the ratchet gear, a protective perforated shield was fitted as shown. This item is mounted on a Friedrichshafen FF 49C but the barbette was commonly used on many German aircraft in 1917/1918.

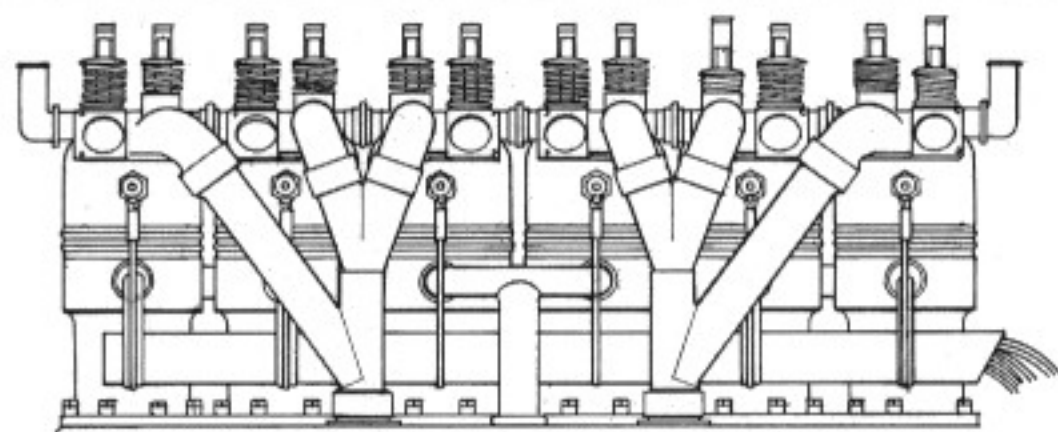
applying the various lengths. Another point of note is that on photographs, even very sharp ones, it is very difficult to discern the rib tapes on the upper wing surfaces. They existed of course, but the only explanation can be that the tapes were cut from the same stock and carefully applied so that the pattern coincided with the fabric beneath.



A revealing photo of the nose area of a W.12 C3MG of the 2023 - 2052 series on the production line. Prominent are the twin IMG08s but without feed or empty belt trunking. Empty cases were expelled from the lower front of the breech case which explains the thick piping. Instruments include the Bosch starting magneto at bottom right, ignition switches, fuel regulation taps and throttle at left. Note the twin gun trips on the bottom of the aileron control wheel.

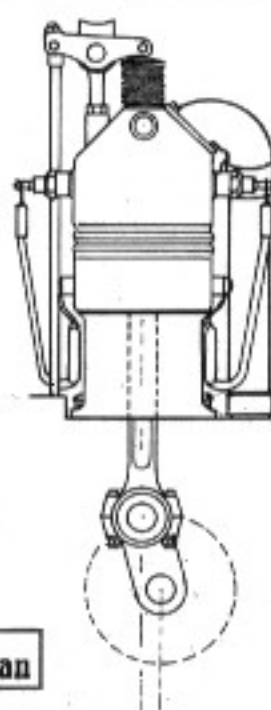


When the Dutch Naval Air Service (MLD, Marine Luchtvaartdienst) wanted a good sturdy seaplane to equip their units on the North Sea and the Dutch East Indies, they selected the W.12. Some 40 were manufactured under licence by the Van Berkel Company in the 1920s, half serving in home waters, the remainder going to the Pacific. Known as the WA, the type was powered by a 180hp Mercedes and the model used appears to have been the original 2093 - 2112 batch without lower wing ailerons. Another feature was the fitting of stabiliser support struts. The overall colour was pale grey.



Flugmotor type FF 150ps.
(Mil. Bz III)

C Harry Woodman



There is one other small matter concerning finish. A study of photographs shows that the interior of the pilot's cockpit at least, of many Brandenburg aircraft, from the KD Scout onwards was painted white.

The W.12 was in service at the time that the order changing the national insignia from the eiserne kreuz (iron cross, a term commonly used by German airmen) to the simple balkenkreuz (bar cross) was issued in March 1918. This led to the many variations in cross sizes and proportions on large numbers of aircraft up until November 1918. The photographs show all that is necessary.

Harry Woodman

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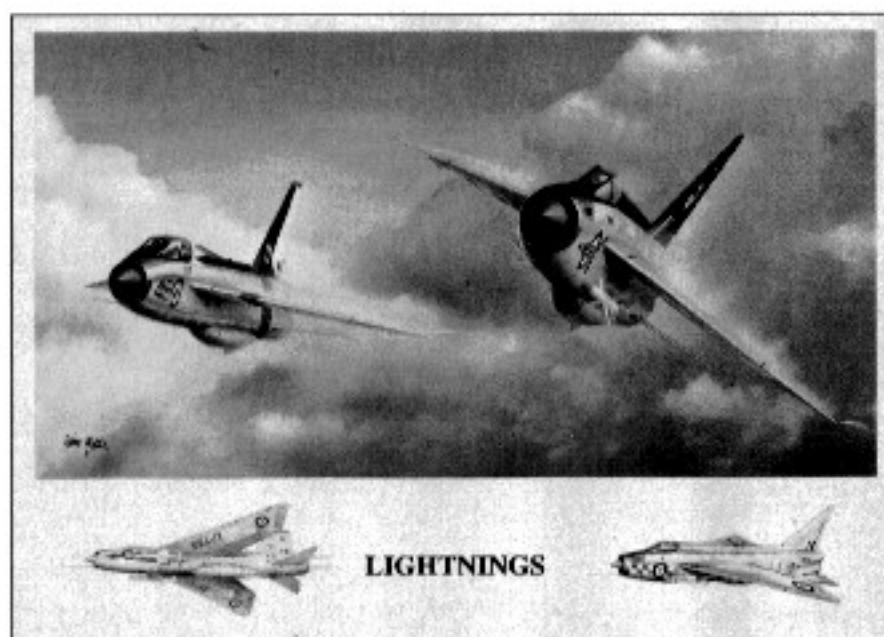
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Alternative W.12

by Joel Christy



I'll bet dear reader, that when you first glanced at this article you cried, "Oh, no, not another W.29!! No, it isn't but it would be understandable as there were at least twelve versions of the W.29 even before the latest Flashback and Toko kits were released. There has been a glut of these seaplanes but no models of the earlier H.B. W.12, to me a much more elegant and interesting aircraft and it has two wings! Not only that but for a biplane it has next to no rigging.

I think there was a Meikraft kit in 1/72nd scale available a few years ago, but no longer, and just recently, Copper State Models have released a 1/48th version in resin which costs over £75.00 (See World War One Wins elsewhere). Well I'll never get one at that price, so what to do? Convert one of the existing W.29s that's what. Recently a friend gave me the Pegasus 1/72nd kit which started to collect dust until I read an article on the W.12 by Harry Woodman in an old copy of Aircraft ModelWorld. It contained

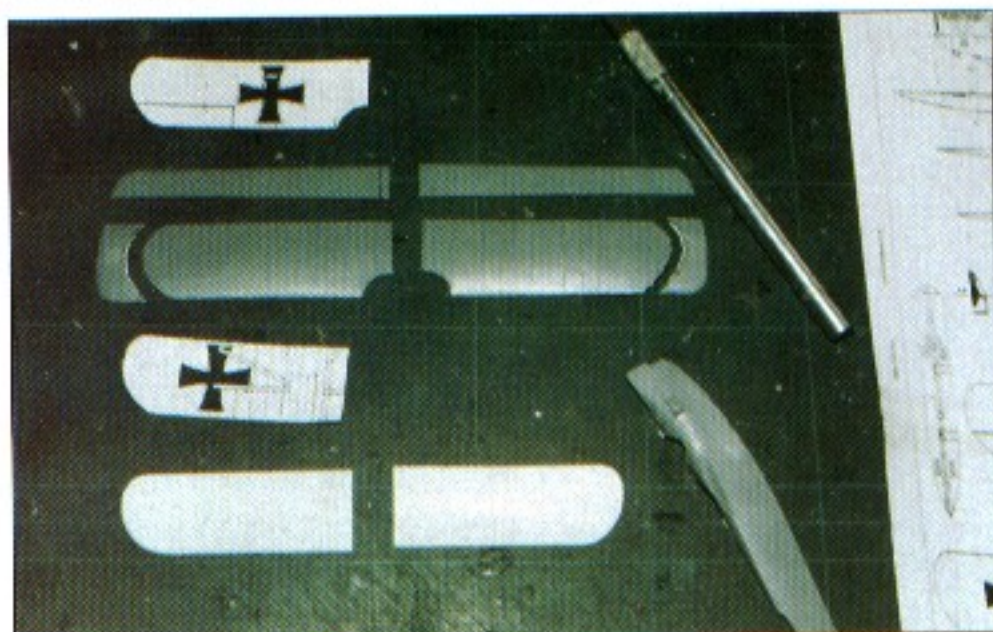
drawings for a short fuselage version with two ailerons. As I studied the GAs it became obvious that many of the W.29 components were identical to the W.12. Even the wide cord wing of the W.29 only needed to be shortened and narrowed and it could be used as the top wing. So the only real work lay in making up a lower wing and tail surfaces. All the rest; the floats, struts, engine and fuselage were the same. So, it was decided, I'd convert the Pegasus W.29 into the biplane W.12.

Wings

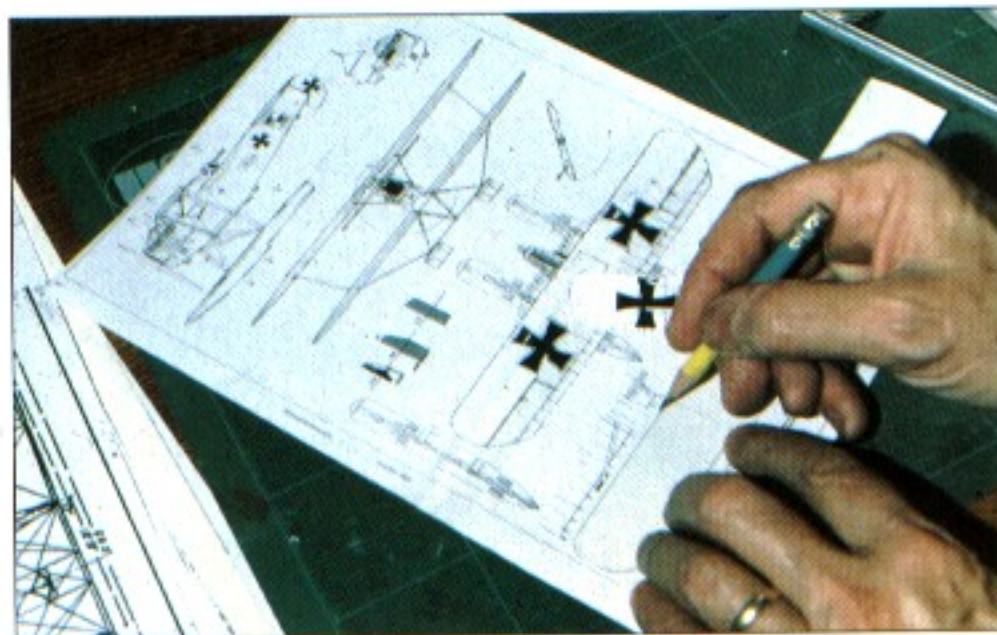
I commenced my conversion by constructing the wings. After making copies of the plan I cut out the top wing pattern (See Photo 1) and transferred the shape to the kit's monoplane wing. Then the leading edge was cut off followed by the wing tips. The soft plastic used by Pegasus makes these alterations quite easy. The leading edges and wing tips were given a rough shape with a file and were further refined with 600 and 1200 grit glass paper. Once all was cleaned up I drilled out two



(3) Illustrating the technique used to make the camber in the plastic card wings



(1) Wing patterns transferred to Pegasus kit wings, and resulting cuts



(3) Marking off rib locations from the plans



shape to the wing. I sand from the top down to get a very thin trailing edge and also round off the wing tips and leading edge. To finish it 600 and 1200 grit paper smoothed out all the rough sanding. Next the wing sections were given a coat of liquid poly. Just brush it on straight from the bottle, it dries within a minute. This gives the plastic a shiny factory fresh appearance. With all the above completed the wing ribs were marked off from the plan (Photo 3). Then using a scalpel blade the rib impressions are simply made by scribing lightly across the bottom and top surfaces of the prepared plastic. This is all the detail that is required as the wing was to be covered with lozenge decals. Since only the leading edge and the tips of the top wing were changed no real detail had been lost during those alterations. Before separating the four ailerons I made very subtle scallops in the wings' trailing edges. This was done using 600 grit paper wrapped around a pencil. About two quick swipes between each pair of ribs is all that

sets of 0.40 holes where the top wing panels joined up. Brass pins were inserted and the two panels were glued together with styrene and set aside.

Now to fabricate the lower wing I used a technique found in Harry Woodman's book, 'Scale Aircraft in Plastic Card'. As seen in Figure 1 and Photo 2, a chord width piece of 30 thou plastic card is clamped in a plywood rig to get the correct camber. Once this is achieved the bottom wing pattern is transferred to the prepared plastic card and cut out. I used a section of Aeroclub Tee Al with a medium grit of glass paper attached to it to get an aerofoil



(6) Application of the lozenge pattern decals

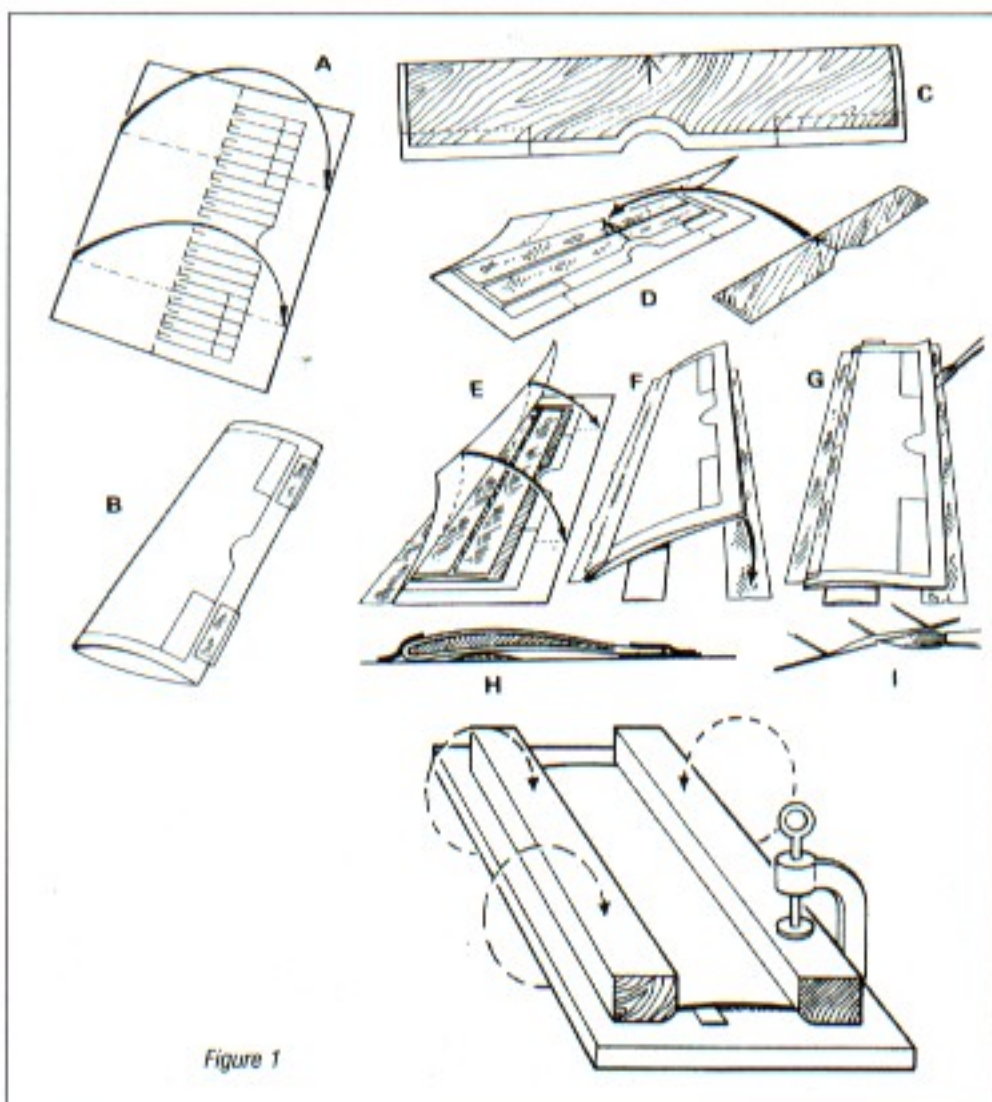
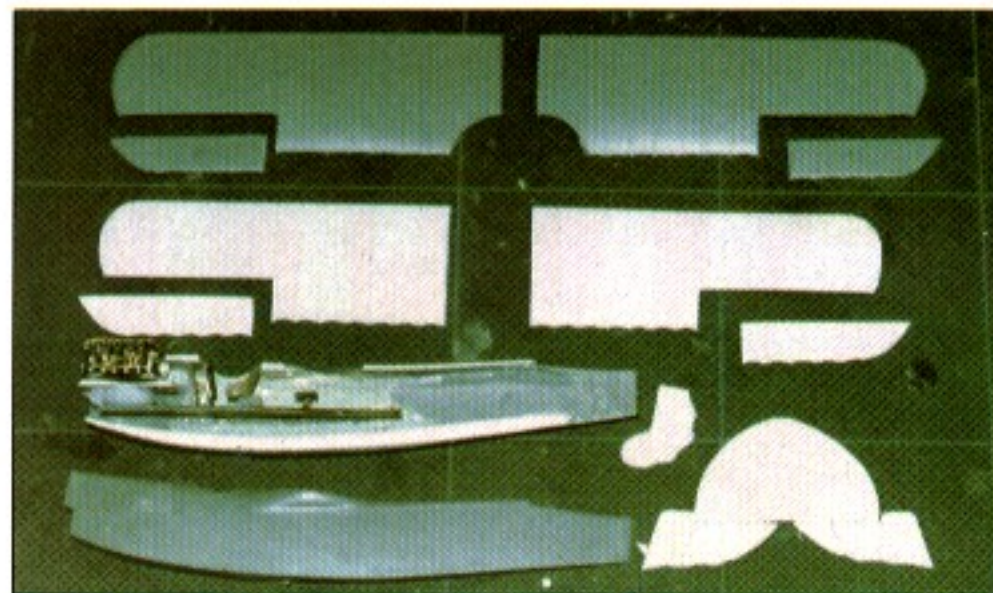


Figure 1



(4) This view shows the modified wings, as well as the widening strips in the starboard fuselage half

is required, any more and the effect could be ruined. Then the ailerons were cut off and glued back on slightly deflected. The last step for the bottom wing was to drill small 0.40 holes in the roots and insert brass pins to reinforce the fuselage to wing.

Turning to the tail surfaces, I made these out of 20 thou card. As with the wings, the pterodactyl-like tail surface pattern was transferred to the card and cut out. For me, it is the elevator that makes the W.12 so attractive. It has an almost primeval look to it. Again I sanded the plastic from the top down to get a thin as possible trailing edge and rounded off the other edges. When I was satisfied with their shapes I gave them a coat of liquid poly. Details from the plan were scribed on and the elevator was separated from the horizontal stabiliser. Lastly fine scallops were made in the trailing edges.

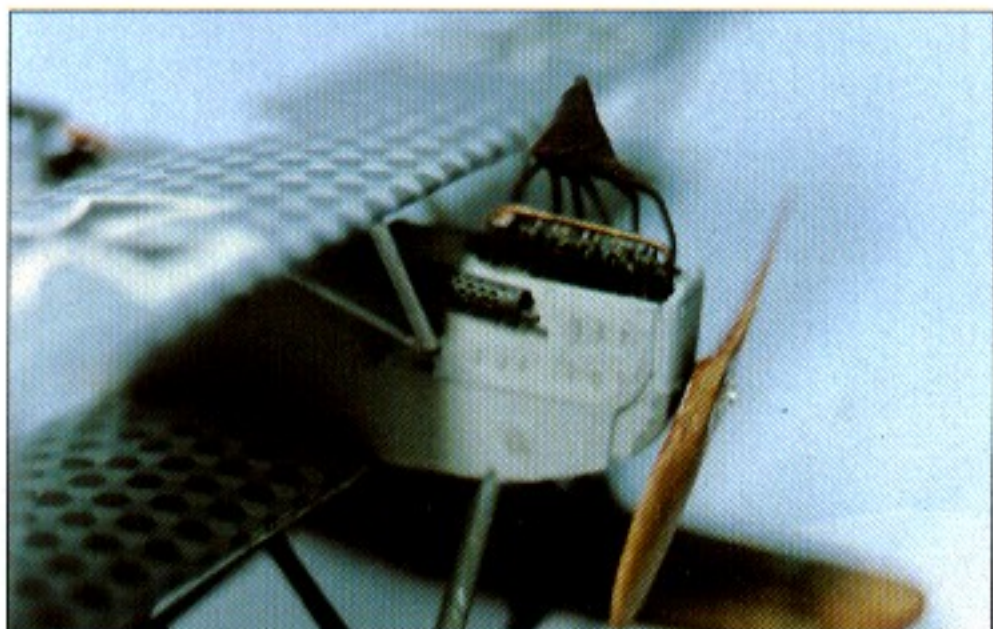
Fuselage

With all the flying surfaces completed, I commenced work on the fuselage. To me, this item in the kit was a bit too narrow. I therefore glued strips of 20 thou card to



(7) A shot of the 'wing jig' in use

the starboard side of the fuselage (Photo 4) to widen it. The kit has quite a complete cockpit, but as usual once the top wing is in place little can be seen of the front one. I painted the insides with Humbrol 41 (Ivory) as that hue was unique to these Hansa Brandenburg products. The upper engine half was painted two shades of grey and installed in the fuselage with the help of a little BluTak. Next the seats, instrument panel and control wheel were attached to the floorboard and painted. This complete unit was glued to the starboard side. The two sides were now



(5) The additional louvres cut in the cowling. Note also the exhaust and the machine gun



The floats and associated struts in place



Completed model

glued together, clamped and left to dry thoroughly. I opted to give them a varnished wood effect, so after the tops were glued to the hulls, I gave the floats a coat of Humbrol 94 (Brown Yellow). When dry a coat of Tamiya Clear Orange (X26) created the wood effect. The alternative would be to finish them like the grey fuselage sides and under-surfaces.

When the fuselage was dry I attached the nose radiator. A hole was drilled for the propeller shaft and also to temporarily insert a wire for ease of handling during the painting. I cut off the mounting blocks for the W.29 machine guns and sanded it smooth. An extra set of louvres, as seen in the plans, were cut in the engine cowlings. This was easily done by making tiny vertical cuts above the others with a scalpel blade and at the same time giving it a little flick to open the cut and form a louvre (Photo 5). I scraped the soft plastic to get rid of the fuselage seam and attached the finished rudder and elevator making sure they were properly aligned with the drawings. Next I marked the lower wing locations off the plan and then the brass pins were matched up to the fuselage. After drilling out the holes and dry fitting the lower wings, they were glued on using

served as a handle to manipulate it during the painting. After applying two thin coats of grey to the parts I let them dry for 24 hours before handling. The resulting finish was a hard surface which was ideal for the decals. The Pegasus kit comes with plenty of marine lozenge, and, because the W.29 had such a wide cord wing, there was enough material to cover both top and lower wings with some judicious cutting. No setting solution was used and when dry the decals had settled down beautifully over the raised rib impressions. I found some early style national markings from an old Formaplane sheet and numbers from the Pegasus German World War One set. Be sure you apply the crosses to the bottom wing before attaching the float struts.

Final Assembly

I measured off the cabane strut locations from the plans and cut four over-long lengths of brass Strutz material and super glued these to their respective holes in the fuselage. Interplane strut locations were marked out and drilled into but not through the two wings. Very careful measuring with a compass is necessary here, so don't rush it. Also remember that



adhesive. With the assembly set over the plan and aligned the wing tips were braced up with little wedges of balsa to get a slight dihedral. Although the plan indicated no dihedral it is very easy to get an anhedral by the time the model is completed. This can ruin the final look and is very hard to correct. So a little dihedral is better than none. This assembly was then set aside to dry thoroughly.

Painting

I had decided to paint all of the parts with Humbrol 40 (Pale Grey) since this is a gloss colour and the finish would be ideal to get the marine lozenge decals to adhere. I stuffed cotton wool into the cockpits and wedged a little paper shield around the engine. A cocktail stick super glued to the centre of the underside of the upper wing

the W.12 has a double stagger to the interplane struts. Locate the cabane strut holes in the top wing and then carefully trim the cabane struts to the correct length after several dry fittings of the top wing. Keep checking that the upper wing overlaps the lower wing by about half an aileron's width. Once I was satisfied that the wings were properly aligned I held them in position and put a dab of super glue where the cabane struts met the wing. When dry I measured off four lengths of the thinnest Contrail strut material and attached them to their strut locations. With the wings in place, I turned to the floats. The Pegasus kit has two white metal 'W'

propeller was painted the same as the floats with number 92 and Tamiya clear orange. The six float inspection caps were given a careful coat of Humbrol 27 (Matt Sea Grey) while all the struts were painted with 67 (Tank Grey).



struts that attach to the floats and fuselage. These were glued to the floats first with super glue, care being taken that everything was square and lined up. Next I glued the assembly to the fuselage bottom. When these were all glued together the 'N' shaped outer struts were made from the Contrail material and attached. The last struts to go on were the diagonals between the cabane struts.

Details

I needed a staghorn type exhaust for the W.12. I fabricated it out of six lengths of .40 brass wire, which were topped off with an outlet pipe of hot stretched plastic tubing. I replaced the machine gun barrels on both the starboard mounted Spandau and the Parabellum with items from an Airwaves etched brass sheet. These were duly attached to their proper places. The

The other struts were painted the same overall grey (Humbrol 40). I then gave the entire model two thin coats of Ronseal clear matt varnish. The final step was the minimal rigging of the interplane struts with hot stretched sprue and control horns of 10 thou plastic card on the rudder.

Conclusion

Well, I now have a Hansa Brandenburg W.12 to add to my collection of German floatplanes. Mine is in 1/72nd but any of the 1/48th scale W.29 kits could also be made into a W.12 using the basic techniques described above. So if you want a W.12 that won't cost you an arm and a leg, get cutting! You'll have a great time and a great looking model!

Joel Christy

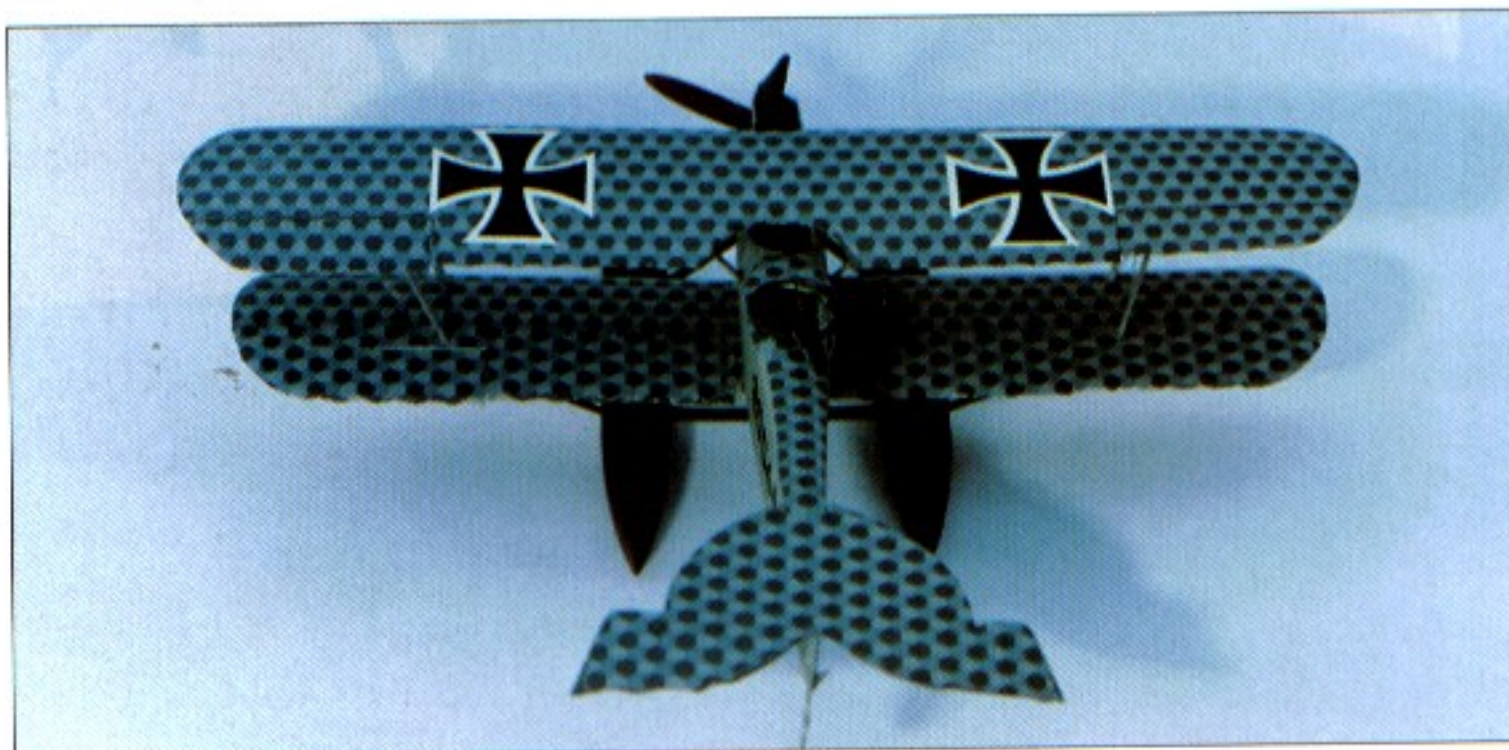
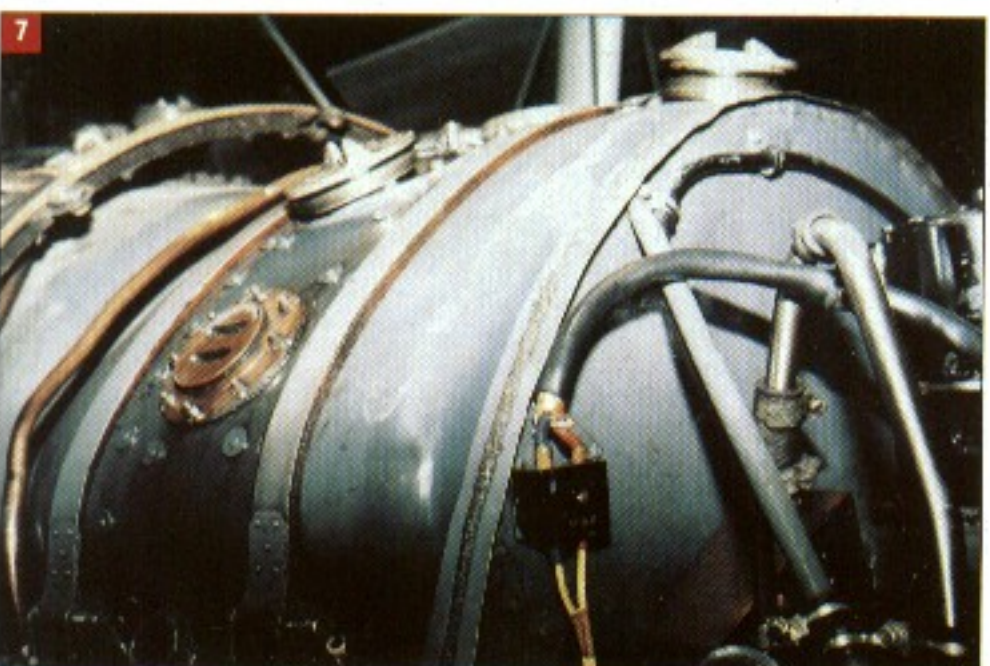
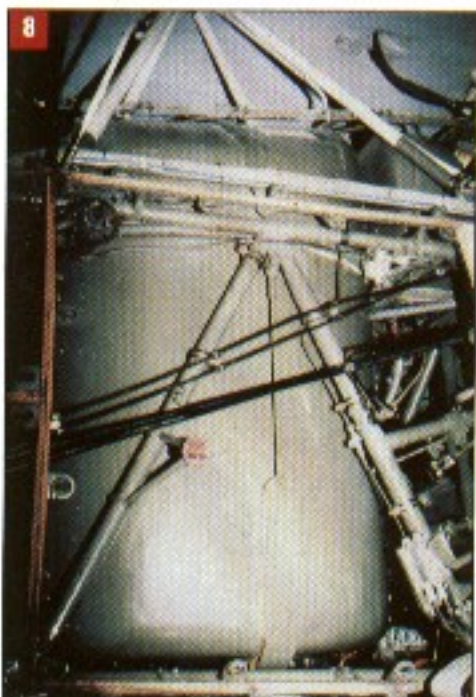
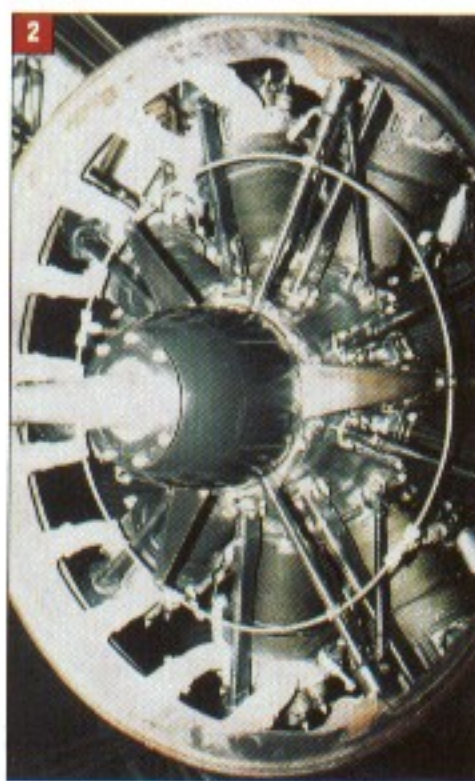


Photo Album: Fairey (Blackburn) Swordfish Mk I/II Part 1

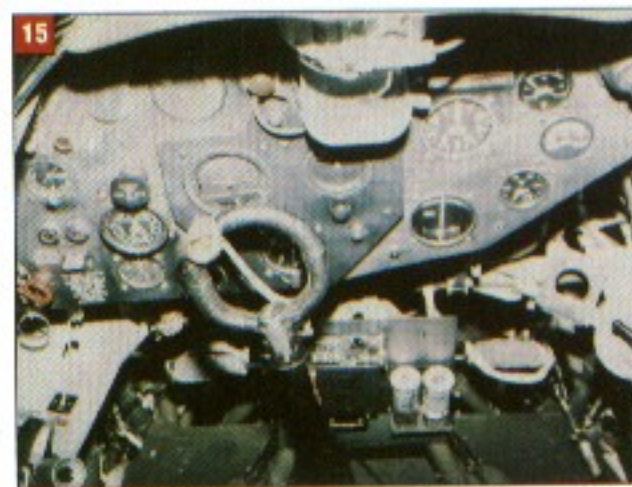
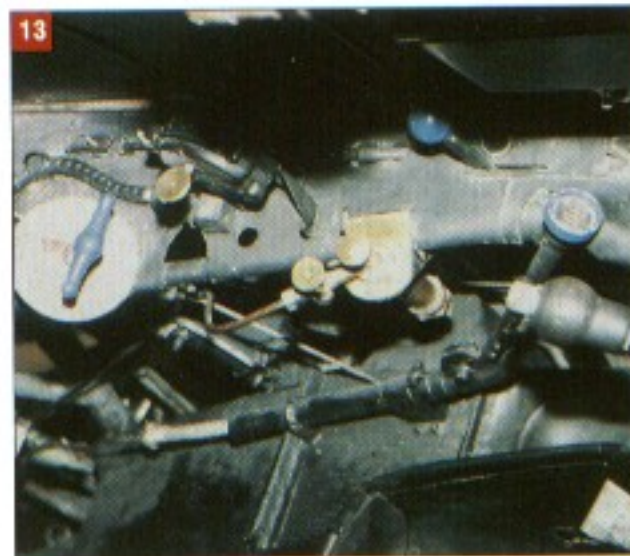
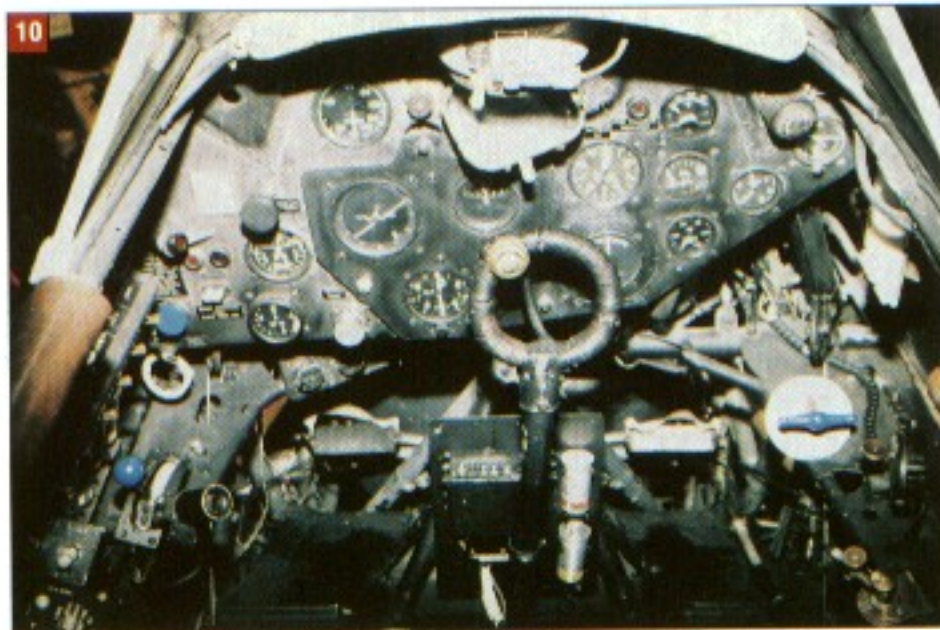
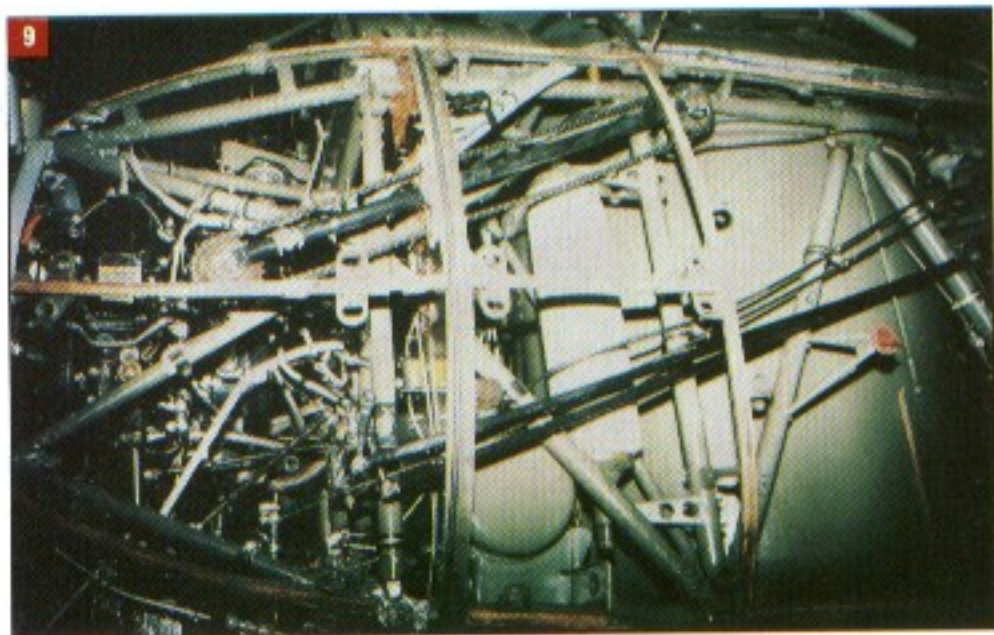
by Mark Attrill



- 1. This excellent air to air study shows off the classic lines of the RNHF Swordfish Mk I W5856/A2A, in company with her 'sister', Swordfish Mk II LS326/L2 (© Crown Copyright)
- 2-3. Close up shots of the Bristol Pegasus IIM2 nine-cylinder air-cooled radial engine, housed in a Townsend ring cowl, that powered the Swordfish. The layout of the main engine block and the colouring of the collector ring will provide modellers with useful reference material
- 4-5. Close-up shots of the Fairey-Reed metal airscrew and hub. The distinctive 'kink' in the propeller blades can be clearly seen

- 6. The oil cooler dominates the starboard side of the forward fuselage. This close up of the cooler also provides a useful illustration of some of the internal structure and engine ancillaries
- 7-8. Two views of the large 155 gallon capacity fuel tank that occupies an area of the fuselage immediately forward of the pilot's position. The inverted 'V' struts that connect the top of the fuselage with the under-surfaces of the upper mainplane stub are also noteworthy
- 9. Excellent view of the stripped down forward fuselage which clearly shows the internal structure together with the rear of the Bristol Pegasus engine and the inertial starter gearing

- 10-11. Royal Navy Historic flight Swordfish Mk II cockpit. During the restoration of LS326, it was decided to retain as much of the original cockpit instrumentation as possible. As a result this aircraft has the most authentic cockpit of the two Swordfish currently operated by the RNHF and there are very few modern pieces of equipment on view. As this photograph shows, the principal cockpit colour is black although there are a considerable number of blue and red coloured knobs and switches. Note the prominent, brass coloured, gun button on the control column, and the padded leather cockpit coaming in the upper part of the photograph
- 12. Pilot's port console in LS326 which is dominated by the



main radio set. This view also shows the distinctive throttle gate, at the centre of the photograph, and the large blue and black trim control wheel

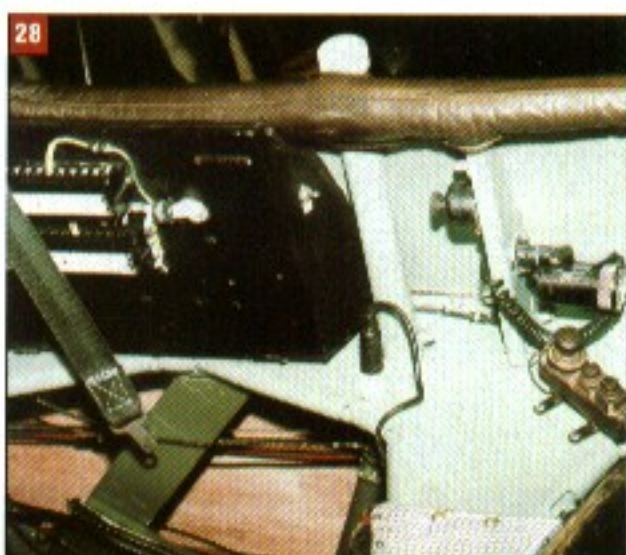
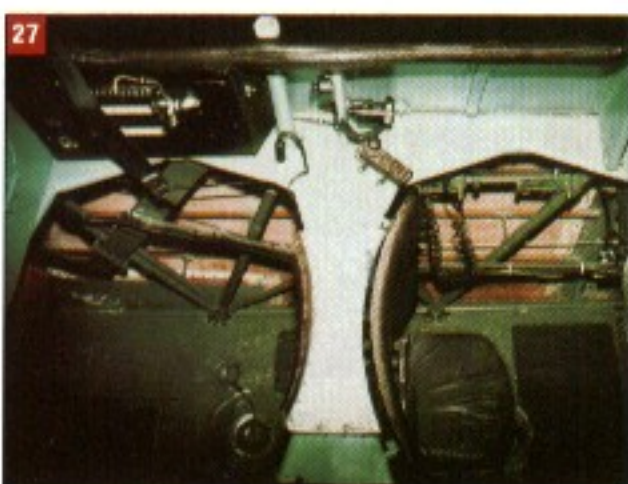
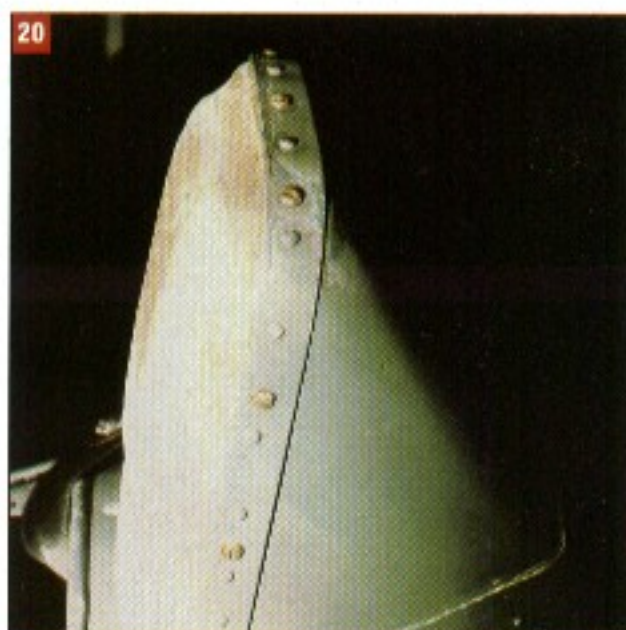
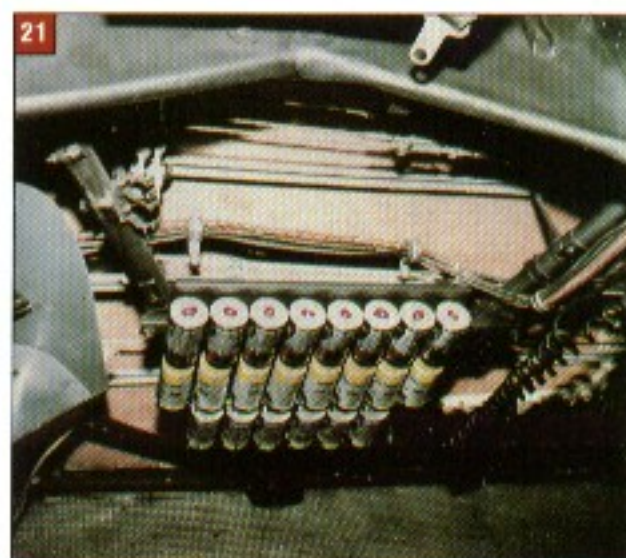
- 13. Pilot's starboard control console clearly showing the large number of blue coloured controls that occupy this part of the cockpit. The round disc shaped control with the blue handle is the fuel cock and the lever down the side of seat which looks like a handbrake is in fact the seat height adjustment handle
- 14-15. Cockpit of W5856. Restoration work on this aircraft has been completed much more recently and, as a result, the layout of the cockpit is not as representative of the original

as that found in LS326. All the same, the contrasting colours of this cockpit area with semi-matt black instruments and panels set against an interior green finish will greatly assist the super detailer. One other major difference is the dark brown leather seat cushion clearly visible in these photographs

- 16. Further view of the pilot's cockpit which provides some useful references for the windscreen, leather covered sills, pilot's headrest and the rear view mirror mounted on the mainplane
- 17-18. Pilot's port console in W5856 which, like that found on the Mk II, is dominated by the original radio set and large

trim control wheel. Note the interior green colour scheme

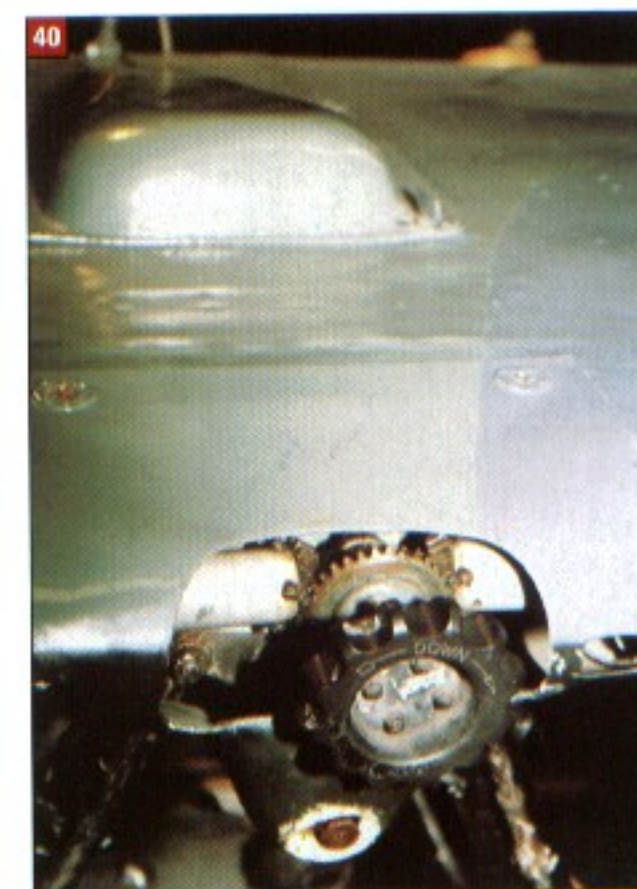
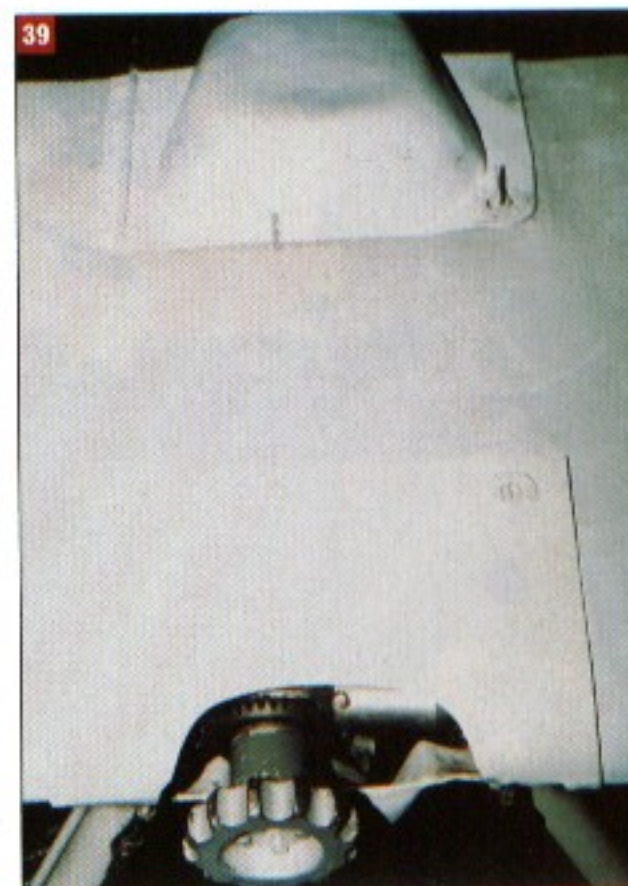
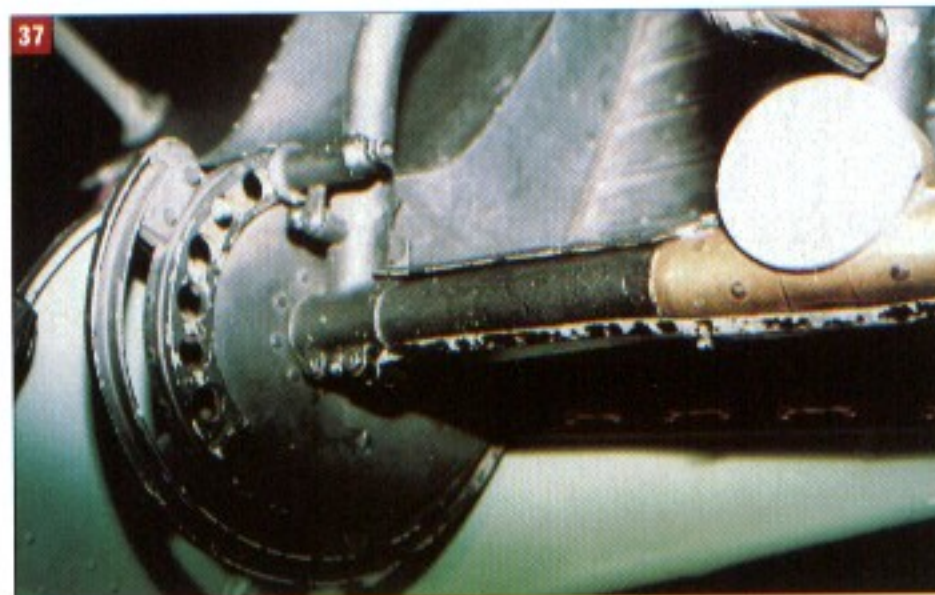
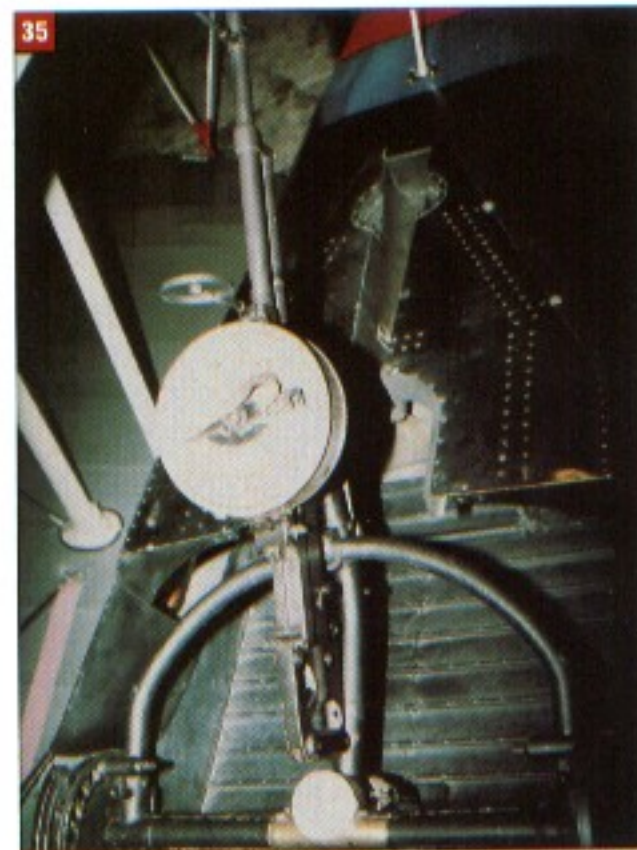
- 19. Starboard side of the pilot's cockpit in W5856. Note the position of the seat height adjustment level
- 20. Close up of the pilot's headrest located between the pilot's and observer's cockpit
- 21. Observer's position in LS326. This view shows the port side of the lower cockpit area which is dominated by a number of racks housing signal flares and the box containing flight instruments including an altimeter. Also noteworthy is the gloss medium grey coloured parachute box, to the left of the photograph, and the reddish brown colour of the cockpit sidewalls



- 22. Close up shot of the brackets and flares mounted on the port sidewall of the observer's cockpit
- 23. Close up shot of the observer's instrument panel mounted on the port console which includes an airspeed indicator and altimeter
- 24. This view of the starboard side of the observer's position provides some valuable photographic references of the various fixtures and fittings that occupy this part of the cockpit. The round access panel, seen in the top left hand corner of this shot, is an interesting part of the cockpit. This hinged panel, duplicated on the port side of the cockpit, enabled the observer to pass written messages to the pilot when it was too

- noisy to hear over the radios! The fuse box and Aldis lamp connectors, seen at top right, are the original Swordfish fittings
- 25. Telegraphists/Air Gunner's (TAG) position in Swordfish Mk II LS326. Note the gloss grey coloured parachute housing
- 26. Useful overhead shot, showing the TAG's position in LS326
- 27. This photograph provides some useful detail of the rear cockpit/crew area in W5856. The TAG's position occupies most of the photograph where the pattern on the cockpit flooring and the metallised area between the TAG's and

- observer's position are particularly noteworthy. Note also the padded leather cockpit sills and the semi-matt coloured tubular construction of the internal cockpit structure
- 28. View of the starboard side of the observer's position in Swordfish Mk I W5856. Note the brown coloured Morse key fitted to the cockpit decking and the different style of fuse box. The latter is not an original Swordfish fitting so modellers should take note
- 29. Lower section of the observer's cockpit starboard sidewall. Note the tubular frame structure and the reddish-brown colour of the sidewalls



- 30. Observer's position (port) on Swordfish Mk I W5956. Note the slightly different location for the Observer's primary instrument panel and the hinged inter cockpit 'communications' panel!
- 31. General view of the Telegraphists/Air Gunner's (TAG) position on W5856 which clearly shows the dark brown seat cushion for the TAG
- 32. Close up view of the lower section of the TAG's position in W5856. The layout of the tubular framed structure and the location of the communications lead are both noteworthy
- 33. Gunner's position looking aft on LS326. Note again the

- pattern of the flooring and the position of the mounting for the rear facing .303 Lewis Gun. A large number of Swordfish crews found the Lewis gun ineffective and it was frequently not fitted during flying operations
- 34-35. Two useful overhead shots of the .303 Lewis Gun fitted to W5856. These two views also illustrate the position of the mainplane when stowed in the fully folded position
- 36. Close up view of the 0.303in Lewis gun
- 37. Close up of the Lewis gun mounting frame and ring

- 38. This view provides useful photographic reference data on the shape of the Lewis Gun stowage fairing on the mid-upper fuselage
- 39-40. These two close up shots of the mainplane upper centre section provide a useful reference for the prominent aileron control wheel and the fairing that covers the main aircraft lifting stop
- Acknowledgements – Thanks are due to Commander Phil Shaw MVO FRAes RN, Flight Commander of the Royal Navy Historic Flight, Commander Bryan Wood RN (Retd), General Manager, and the staff of the RNHF for their excellent support and assistance during the preparation of this photo feature.

Republic's F-105F Thunderchief

by Steven J. Corvi



The Kit and Bits

I will forego the historical section and jump right into the kit and building. This F-105F Monogram kit (#5808) is from the same vintage as the other 1/48th Monogram Century Series kits and this would indicate a high level of detail (comparable to current kits) with raised panel lines. The plastic is moulded in a light silver with very little flash and with practically no ejector marks. The decals are in register and have excellent colour density and represent a bird from the 23rd Tactical Fighter Wing. This kit also comes with a mass of ordnance, which is refreshing, in comparison with many of the new releases that come devoid of any ordnance or figures. However, my sources seem to indicate that the sharkmouth markings were on the F-105D but not the F-105F. This may have been an oversight on Monogram's part in order to provide the

modeller with more colourful and interesting markings. I, on the other hand, chose an alternative colour and markings scheme. The kit does have some inaccuracies that seem to be indicative of shared mouldings from the F-105D kit but they are all easily corrected and I will address these as they come up.

Since this kit was crying out for some updating I decided to add some currently available aftermarket sets. I used the Kendall Model Company F-105 Thunderchief ejection seats (#48-5097), Teknics F-105D/F/G landing gear (#TK480505) and the Cutting Edge Black Magic F-105D/F/G Canopy/wheel hub masks (#CEBM48051). There is also a series of aftermarket decals available from AeroMaster that will allow the modeller to produce a wide variety of markings for not only the F-105F but also the D and G models.



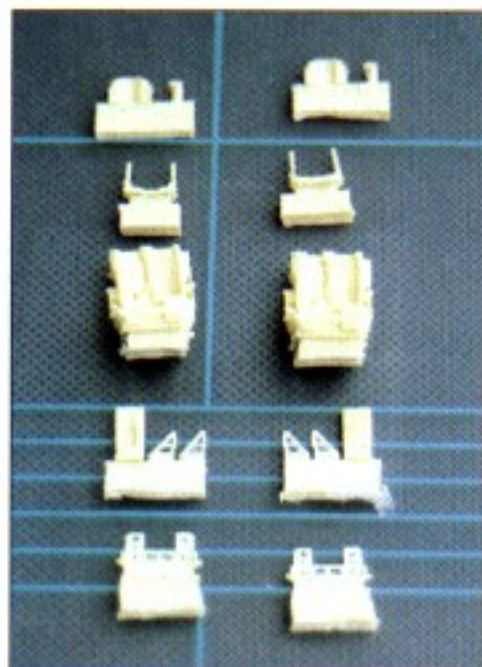
The Monogram F-105F kit in its 'Call to Glory' packaging.

Construction

Construction as usual begins with the cockpit. This was painted in an overall Testors Aggressor Grey and then all detail was picked out with various shades of greys and blacks. The instrument panels were painted in a similar fashion with the addition of green radar scopes. I also painted the Kendall ejection seats in the various appropriate tones. Once this was completed, I set aside the cockpit and turned my attention to the afterburner can and nose wheel well. The burner cans were sprayed with Tamiya (AS-12) Bare Metal Silver and then cemented into place in the left fuselage half. I then painted the nose wheel well Interior Green and once it was dry I washed medium green over the area to give it a slightly weathered look.

At this stage I addressed the problems with the inaccuracies pointed out in Bert Kinzey's Detail and Scale book. The early model F-105F that this Monogram kit depicts (in markings) does not have the tail

RHAW antennas, the wing-tip RHAW antennas, the combat camera under the nose, and the four small triangular shaped antennas around the nose. All these had to



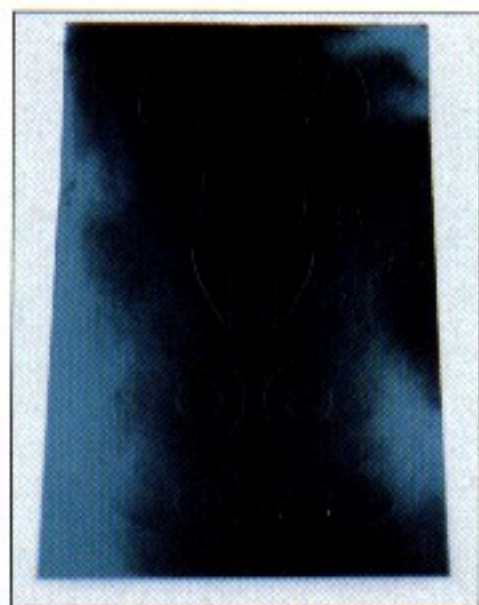
The KMC resin ejection seats (#48-5097)



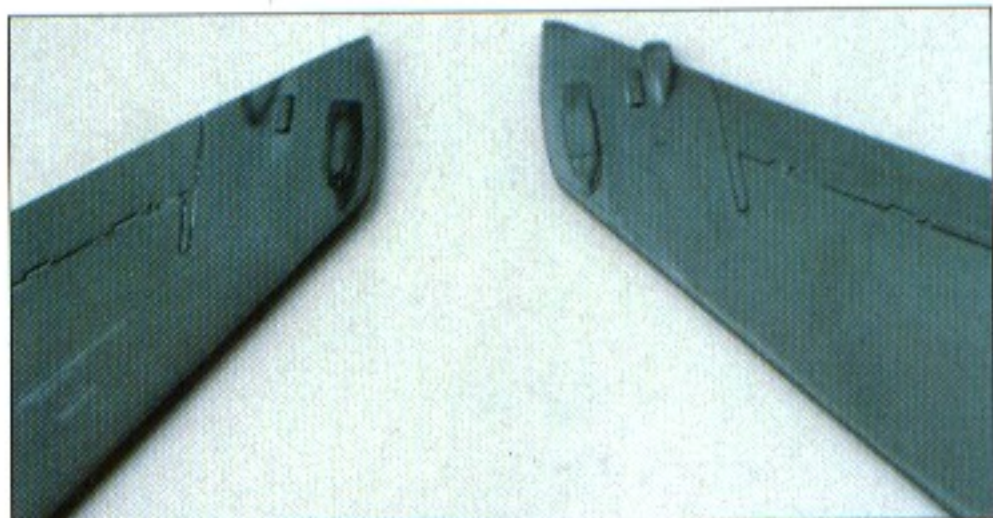
The decal sheet offered in the Monogram kit



The Teknics F-105D/F/G landing gear (#TK480505)



Cutting Edge's new 'Black Magic' masking range includes this set for the F-105D/F/G (#CEBM48051)



Revisions to the kits wing tips



The easiest way to spray the nose wheel well doors

be removed and filled to portray an accurate early model F. This shows the shared mouldings with the F-105G. Once all the corrective surgery was done the surface was sanded smooth and ready for construction.

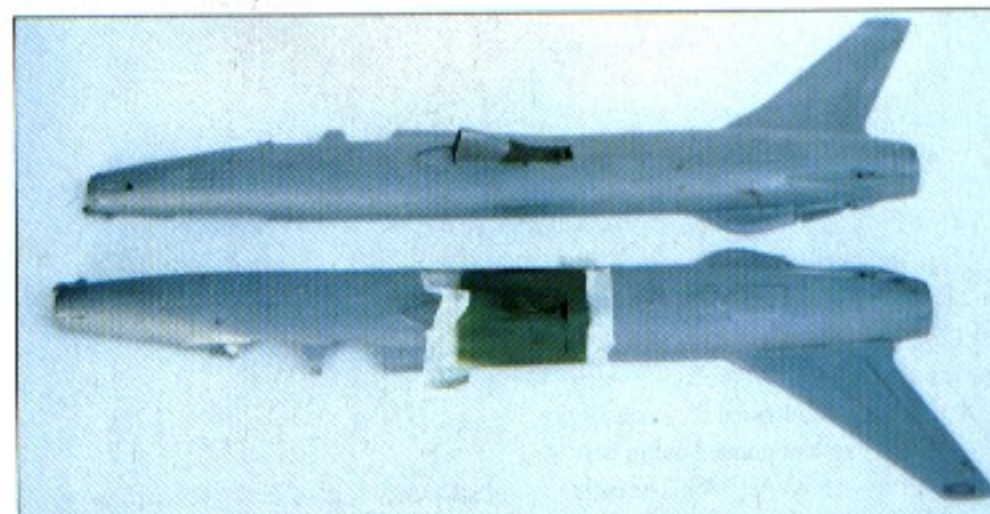
The nose wheel well was then also cemented into the left fuselage half. The main wheel well around the wing root area was masked out and painted Interior Green. This was allowed to dry overnight. After a few dry-fits the fuselage halves were then cemented and only a slight amount of filler was needed to tend to minor seams. The fit of the cockpit tub is a dream. Once all was well, I turned my attention to the wings. The

wings form around the main plastic strut that also represents the inside of the main gear well. The main gear well area was painted Interior Green and allowed to dry. I then proceeded to cement the top and bottom halves of the wings together and attached the wings to the fuselage. The wing to fuselage was a seamless joint and required no filler. The airframe was now taking shape and my attention turned to the horizontal stabilisers. These also fit well and caused no concern. At this stage I applied filler to some untidy areas and began to clean up the main airframe for painting.

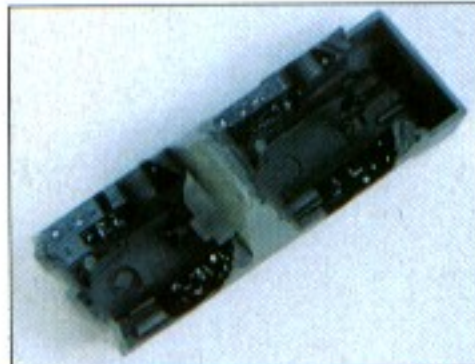
Before I moved on to the painting stage



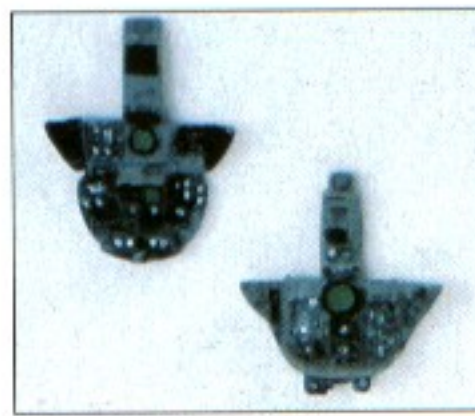
The wheel well areas were all sprayed with Testors Interior Green



The wheel well's inner walls are moulded to the fuselage halves, so the upper half here shows this area masked, while the lower half shows the area once the masking is removed



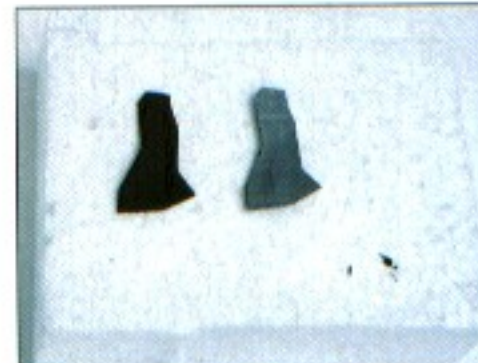
The cockpit tub suitably painted and detailed



The completed instrument panels



The KMC ejection seats after painting



The main wheel well doors were stuck to styrene foam for spraying

my attention turned to the under wing fuel tanks and various gear doors and access panels. I attached the gear doors and access panels to a strip of tape and sprayed the interior of the parts with Testors Interior Green. These were allowed to dry over night before painting the exterior. The fuel tanks were assembled and then appropriately filled. Once all the seams were sanded down and all looked well I primed the fuel tanks with Testor's white enamel primer. I filled the nose cone with weight and glued it in place. This adds much-needed weight in the nose to avoid tail sitting.

Now the main airframe and small bits were ready for painting.

Painting

I decided to try a new method to achieve the lacquer aluminium paint finish found on most of the early Thuds. These aircraft were not natural metal but rather painted with a protective aluminium paint. The best way to simulate this appearance was to use Tamiya (AS-12) Bare Metal Silver spray paint. This time I would not apply the SnJ polishing powder. The good part about using spray paint is that it eliminates clean up, a task I suspect most modellers hate. I proceeded to spray the whole airframe in Tamiya AS-12 and it covered evenly with no crawling or other problems. At this stage I also painted the gear doors and access panels with Tamiya AS-12. With this task completed these bits were ready for attachment to the main airframe, a real time saver!

After the paint cured for 24 hours I masked off the fuselage and painted the anti-glare area with Olive Drab. I then began the arduous task of masking off the tail and painting the area white. Once this white area



Lots of weight is needed in the nose cone

was dry I masked off each individual strip and sprayed them the appropriate red, blue and yellow of the 36th Tactical Fighter Wing. This completed, I



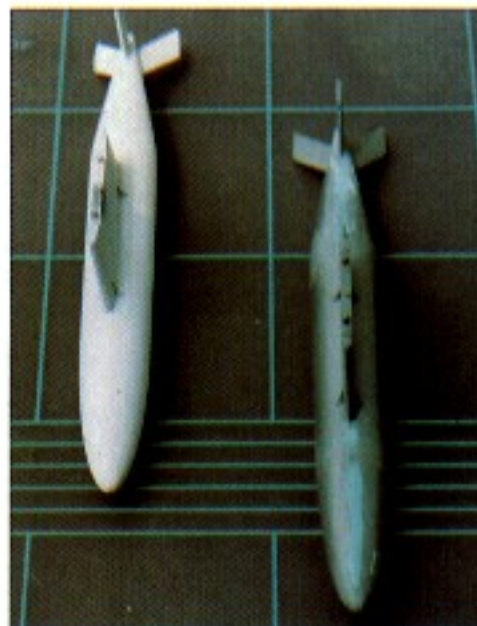
The nose wheel well once it had been painted Interior Green



The cockpit interior once the fuselage is together



The colourful red, blue and yellow stripes on the 36th Tactical Fighter Wing were applied to the vertical fin



Quite a lot of filler was required on the drop tanks, as can be seen on the right hand example in this shot. The left hand one is filled, sanded and primed



The main airframe after assembly

proceeded to paint the nose cone flat black with a little brown mixed in to represent the actual tone of this area. Now that all the painting was done I turned to the undercarriage.

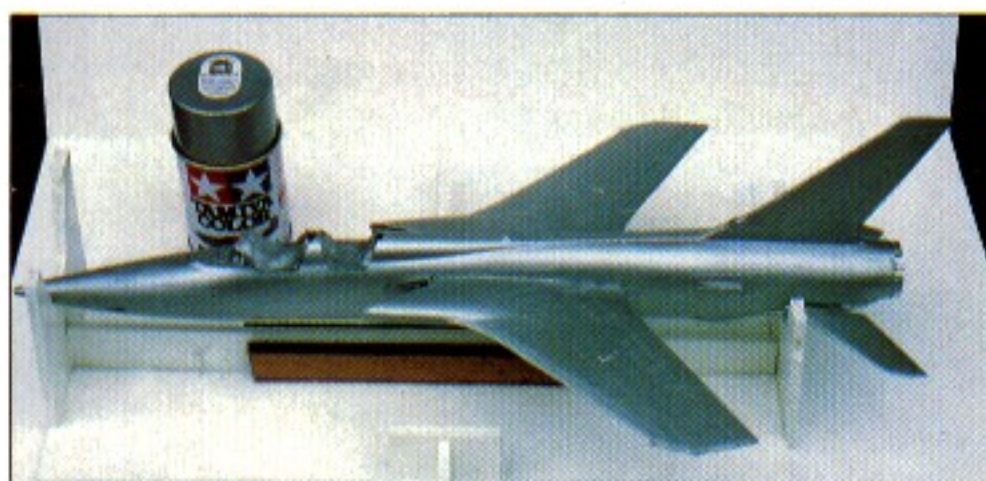
Undercarriage

As I stated before, I decided to employ the new Cutting Edge brass landing gear set. These are well cast and represent a high

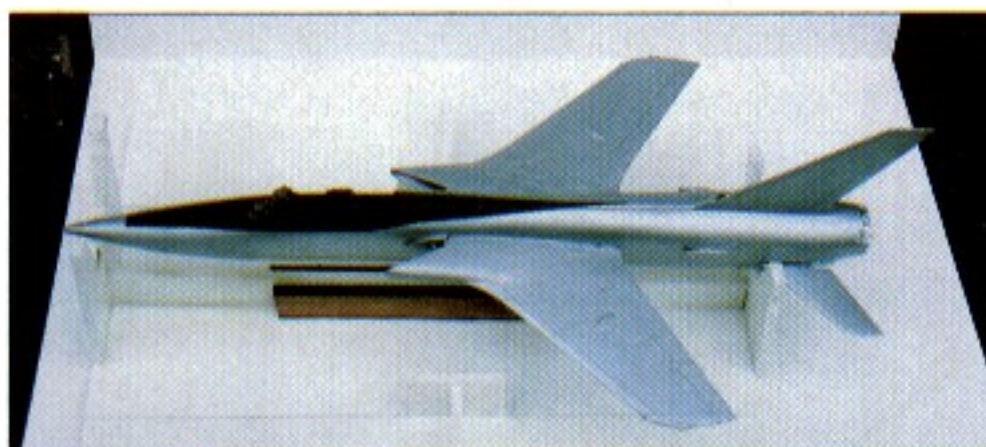
level of detail. They also add stability and strength to the weighty airframe. I painted them the appropriate colours and shades of metal and then attached them with superglue. The best way to attach these legs is to fit the gears to the placement holes in the model. I fit them tightly and used a healthy dose of superglue and accelerator to assure a sure fit. When fitting the legs you must maintain the correct vertical axis. With the legs securely in place I attached the wheels and painted them the appropriate Tyre Black and Silver and used the Cutting Edge 'Black Magic' masks. These masks were handy and aided in the painting process. The undercarriage doors went on without a hitch and all started to look well. The big test was to see if the aircraft would tail sit or not. Luckily for me I added enough weight and the aircraft sat on its tricycle and did not dare to fall back - Phew! Now that the Thud was on its own legs, I decided to turn to decalling.

Decals

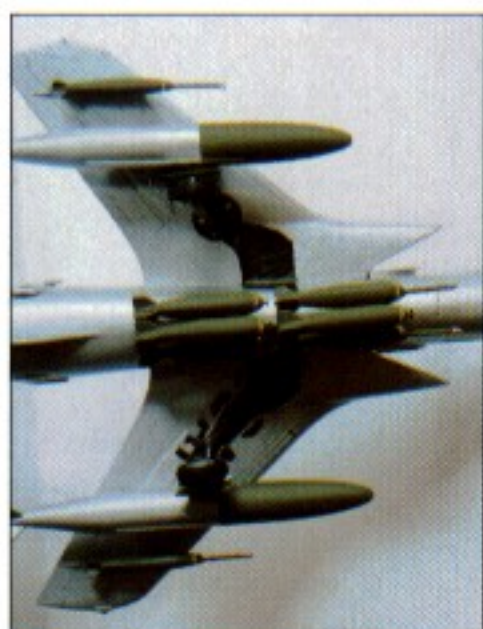
The decals were typical of the Monogram kits of this vintage; a little thick, but very forgiving, and with nice colour density. They went on without any problems and settled down nicely with Micro Set and Micro Sol. I



An overall coat of Tamiya Bare Metal Silver (AS-12) was applied...



...before the Olive Drab anti-dazzle panel was applied to the fuselage spine



The mass of ordnance and drop tanks carried by the 'Thud' are well illustrated here



Now up on its wheels, the F-105 was starting to really take shape



The completed model

did not gloss-coat the kit since it was a bright silver already and luckily I did not encounter any problems with silvering. I dug into my decal bag to acquire the proper serials since I did not use the unit marking provided with the kit. All that was left to do was add the canopies and ordnance.

I recommend the kit and the extra add-ons to anyone interested in the subject matter; and who is not interested in 1950s-60s jets? I would like to thank Cutting Edge for the review samples used in this article.

Steven J. Corvi

Canopy and Ordinance

All the ordnance was painted in OliveDrab, trimmed in yellow and allowed to dry overnight. I then attached the centreline and wing pylons along with the painted under-wing fuel tanks. The various bombs were then attached to appropriate pylons and all was well. The canopies were masked off with the new 'Black Magic' masks and painted with Testors Olive Drab. The masks worked well; much like those EZ Masks produce. These are helpful masks for the modeller and definitely worth seeking out. The canopies were allowed to dry overnight and I then proceeded to hand paint the yellow trim around the canopy frame. This turned out better than I thought. The canopies were then attached in place. Now we have a fully armed Thud ready for action!!

Synopsis

An enjoyable, if rushed project. This is a kit that should provide little problems for the beginner and is an excellent starting point for the super detailer, if one so wishes. I

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- Robert F. Dorr - The Great Jet Fighters, Inside, Motorbooks, 1996.
- Bill Gunston (ed.) - The Encyclopedia of World Air Power, Crescent Books: New York, 1981.
- Bert Kinzey - F-105 Thunderchief in Detail and Scale, Kalmbach Books, 1993.
- Robert Robinson - Fighting Colors: USAF Europe 1948-1965 in Color, Squadron/Signal Publications, 1982.

Addresses & Stockist Details


(For complete address details see the Address List elsewhere in this edition)

- Revell-Monogram
UK importer: Revell® Binney & Smith (Europe) Ltd
- Kendall Model Company Inc
Please note this company is no longer producing resin accessory sets
- Teknics & Black Magic
Cutting Edge Modelworks, c/o Meteor Productions, Available in UK via: Hannants
- Tamiya Inc (Japan)
UK importer: Richard Kohnstam Ltd
US importer: Tamiya America Inc
- Detail & Scale (Squadron-Signal Publications) UK Distributor: Pocketbond Ltd
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K4/4 (1:48) Harvard Mk.1 TFS.
Beaufighter Mk.IIF 789 Sqn. FAA.
Hornet F. Mk.III 80 Sqn. Spitfire Mk.IIc
276 Sqn. ASR RAF. Spitfire Mk.I 64
Sqn (pre-war). Spitfire Mk.Vb 111
Sqn. RAF nightfighter. **K4/5:** Avro
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News

Note: All of the items below have recently been released and are listed for our reader's information. Full reviews of each will appear in a future edition.

Albatross Productions

The latest titles from this publisher include two new Windsock Datafiles, and the second part of the special on the Fokker D.VII.

The first Windsock Datafile (No.78) is on the Caproni Ca.3. This 21cmx29cm title, offers 40 pages and a laminated card cover. As usual, the text deals with the development and service use of the type, and this is backed up with 1/48th & 1/72nd scale plans, as well as a mass of photographs and diagrams.

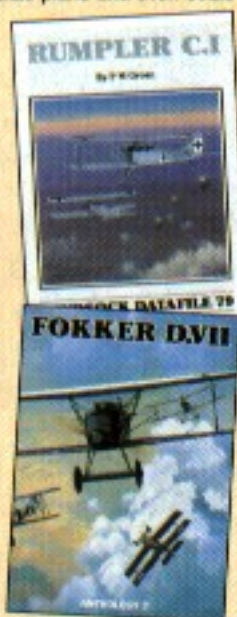
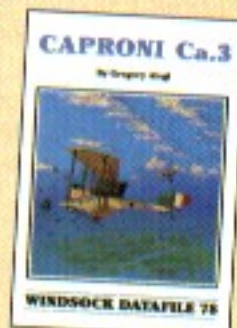
The other (No.79) is on the Rumpler C.I and is by P.M. Grosz. This one offers just thirty-six pages, but the same level of narrative text, scale plans, photographs and diagrams.

Each of these titles is available for £8.75 plus P&P directly from the publisher. The special is the second part of the Anthology on the Fokker D.VII. This title is in an A4 format with 64 pages and a laminated card cover. This second part deals with the complex variations and colour schemes applied to O.A.W built D.VIIs. The title is backed up with a large number of period B&W photographs, along with scale plans and even scale plans for all the various engine cowling combinations that can apply to these machines.

The final two sections of the title deal with each Jasta that flew the type, as well as the post-war use of the type by Hollywood for various aerial epics.

This is an excellent title, and a 'must' for any WWI aircraft fans. If you have part one, you will want this one, and be prepared, because part three is on the way as well!

This title is £18.50 plus P&P directly from the publisher.



From Mirage to Kfir Part 1 - Mirage IIIC

by A.Dor

Price: £TBA
ISBN: 88-87841-00-4
Publisher: AD Graphics
Format: 29cmx21cm, 32 page, laminated card cover

This is the third in AD Graphics series on IAF aircraft, and as the title states, it is the first part of a set looking at the transition from Mirage to Kfir. The next parts will cover the Nesher, then the Kfir.

The title takes a look at each IAF squadron that operated the type, with a page of text, colour reproductions of that unit's badge and a representative photograph of one of their

Mirages. That fills the first ten pages, and then it is followed by a list of notable dates and events relating to the Mirage's use by the IAF, a three-view set of colour profiles of one machine and a chart showing the various reconnaissance noses fitted to the type. The penultimate section is B&W photographic coverage of the type, with a nice selection of in-flight and on the ground photos. The final section lists all Mirage IIIC kills and all available kits, decals and accessories for the type. This is another useful little title from AD and one that can be recommended to all IAF fans.

Our thanks to AD Graphics for the review sample.



F-86 Sabre

by Larry Davis

Price: £10.95
ISBN: 0-89747-409-0
Publisher: Squadron-Signal Publications
Format: 21cmx29cm, 80 page, laminated card cover

This is the latest title in the Walk Around series and it deals with the North American Sabre. It is offered in the usual format of the series, with



80 pages split 50/50 into B&W and colour. Unusually, these photos consist of a large number of detailed period photographs, but

there are no detailed ones of preserved examples. This is usually the bulk of the coverage in titles within this series, so from that point of view, this one is a bit disappointing. Overall the title is worth having, as it offers a great deal of detailed and overall information on the type, and if you have the other titles in this series, I am sure you will want to add this one to the library as well.

Our thanks to Squadron-Signal Publications for the review samples. UK buyers can obtain theirs from selected outlets, or contact Pocketbond Ltd in case of difficulty.

Shadows

by Michael I. Draper

Price: £29.95
ISBN: 1-902109-63-5
Publisher: Hikoki Publications
Format: cmxcm, 288 page, hardback

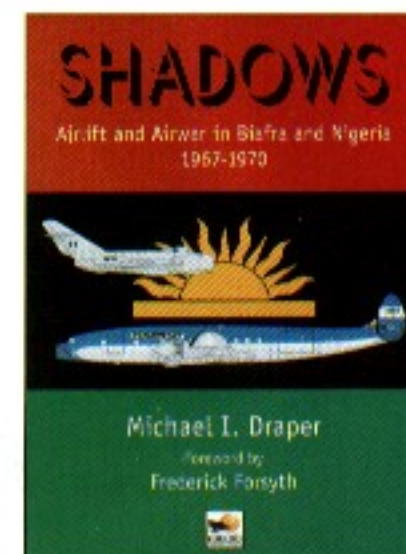
This new title from Hikoki deals with the little covered Biafran and Nigerian civil war in 1967 to 1970. The author has a personal involvement with this war, having been a pilot during it, and having attempted to get some aircraft out to the war zone.

The initial chapters of the title look at the developing tension in the area and the events that led up to the start of the conflict. Mercenary pilots who flew on the Biafran side, as well as those who supplied them with weapons are interviewed by the author, and the whole account is very personal. The title

also includes a wealth of unpublished photographs, documents and maps. Of the photographs the vast majority are in B&W, but there are twenty-three pages of colour photos and maps, and sixteen pages of colour side profiles. Just about every aircraft type you can think of was involved in this conflict, and UK readers will appreciate the information on the use of the Westland Widgeon and even a Gloster Meteor.

The second section of the title deals with the political and 'mercy mission' work that went to supply food to the people of this war torn land. Here there is the same huge selection of personal accounts, photos, maps and official documents.

This is certainly a book well worth having if the subject matter is of interest to you, as most of the contents have never been seen before. For the modeller it will serve as an inspirational source for various colour schemes etc, and I am sure a few decal



manufacturers may be tempted by some of the schemes offered.

Our thanks to Hikoki Publications for the review sample.

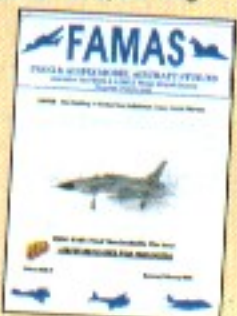
This title is available in the UK from Midland Counties Publications.

Newstand

This section is devoted to newsletters and club magazines, as well as foreign language magazines.

Magazines & Quarterly Publications

FAMAS
The latest edition of the Frog & Airfix Model Aircraft Societies journal includes features on the Frog aircraft kits from 1955 to 1976, the Frog F-105, as well as reviews of the Airfix Typhoon, F-84F and a listing of new products from Airfix in 2000. Anyone interested in joining the society should contact Merv Hambling, 35 Rosebery Road, Suffield Park, Cromer, Norfolk. NR27 0BX



Clubs and Societies

If you produce a club magazine and would like to see it in the Newstand, please send along copies to the editorial address. Remember to include all contact details as well as any charges that may be involved for potential new members.

Distributors and Publishers

If you produce or distribute a magazine that deals with aviation or static scale modelling, and would like to see it in the Newstand, please send copies to the editorial address, with full details of their regularity and price.

Aircraft in Focus - Fiat BR.20

by Pawel Babinski

Price: £8.99
ISBN: 83-7219-058-5
Publisher: Books International
Format: 29cmx21cm, 42 page, laminated card cover

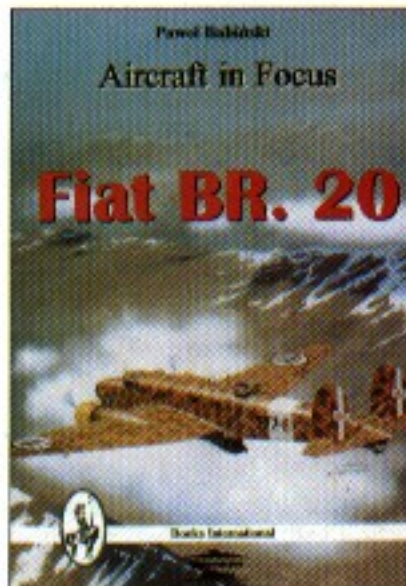
This book is just an English edition of the the previously released Polish version from Wydawnictwo Militaria.

As with the previous version, the new edition includes details of the types development and operational use and

there is a good selection of B&W detail photographs, as well as manual illustrations and colour side profiles.

A good set of 1/72nd scale plans is also included. For anyone with a liking for Italian Air Force subjects, or for anyone with the Italeri kit in the loft, this title will be extremely useful.

Our thanks to Books International for the review sample.



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- **AERO SPACE & VEHICLE** Club Wombourne, Nr Wolverhampton. For details contact J. Van-Leerzem on 01384 278600.
- **AVON IPMS**. Contact Stephen Lucas on 01454 316439 or Richard Reynolds on 01249 658522.
- **AVRO LANCASHIRE IPMS**. Contact Ian. D. Southwood on 01706 224 798 from mailto:ianD@KSouthwood.freemove.co.uk
- **BIRMINGHAM IPMS**. For more details call 0121 550 0515.
- **BAY MODELLERS CLUB**, Bay of Plenty, New Zealand contact Peter Cook on (NZ) 07-575-6517 or Email FI-SH@extra.co.nz
- **BANBURY SCALE MODEL CLUB**. Contact Reg Gray on 01295 264875.
- **BARNET IPMS**. Contact Pete Stern (Secretary) on 0181 449 7854.
- **UMS (UNIVERSITY MODELLING SOCIETY)** Birmingham meets every Thursday at Centre 13 Community Centre, School Road, Moseley, Birmingham.

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- **IPMS Bolton (New Branch)**. For more details contact Richard on 01204 699379 or Email ipms.bolton@talk21.com.
- **BRAMPTON SCALE MODEL CLUB** (incorporating IPMS Brampton). Contact, Sam Bratby, 39 Ermine Way, Sawtry, Huntingdon, Cambs. PE17 5UQ. Tel: 01487 830689.
- **CHELMSFORD MODEL CLUB**. Please note that this club has merged with the Essex Scale Model Society (see entry elsewhere).
- **CHAPITRE REAL COTE** (Montreal, Canada). For information contact Jean Marc Perreault. Tel: 450 659 5241 Email: jmarcp@megaweb.ca
- **THE CLACTON BRANCH** of the IPMS. Contact Peter Terry on 01255 428653.
- **IPMS CLEVELAND**. Contact: Mike Burns on 01642 592357 or Gary Stevenson on 01642 490589.
- **COVENTRY AND WARWICKS IPMS** meet at Midland Air Museum Baginton Contact: Dave Eales for more info on 01926 313330 (phone and fax) or Email: eales.mob@aol.com.
- **CORNISH SCALE MODELLER'S SOCIETY**. For more details contact Tim Rowley (Secretary), 45 Bodriggy St. Hayle. TR27 4ND Tel: 01736 757945 or Mike Fisher (Treasurer), 8 Porfthbean Rd, Newquay TR7 3JE (Tel: 01637 874545).
- **IPMS DERBY & DISTRICT**. New branch secretary: Jason McWilliam, 36 Matlock Road, Chaddesden, Derby. DE21 4NY
- **DERBY CITY MODEL CLUB**. Contact Gavin (10am to 6pm Saturdays) on 01332 757873 (Tel/Fax) or Julian (evenings) on 01332 514193.
- **IPMS-Deutschland e.V.** Contact: Günther Lindow, Bergengrünstrasse 5-7, 14129 Berlin, Germany. Email: Volker.Helms@t-online.de
- **EAST KENT MODEL CLUB** meets in Ramsgate. For details contact Stu Davies on 01843 867404.
- **EAST MIDLANDS MODEL CLUB**. Contact Gordon Upton on 01455 230952 (day) or 01455 878722 (evenings).
- **EAST NEUK MODELLING CLUB** has changed its monthly venue as from 1st September 1999. We meet in the Committee Room of the Howe of Fife Rugby Club on the first Thursday of every month. For more information contact Brian on 01334 655131 or Dave on 01334 652439.
- **IPMS GREECE (CORFU BRANCH)** Contact 0030 661 41506 or Fax 0030 661 41114.
- **ESSEX SCALE MODEL SOCIETY** (incorporating Chelmsford Model Club). Contact D. Ball on 01245 604552.
- **IPMS ESSEX/HARLOW**. For details and an information sheet, please ring Steve Hubbard on 0181 514 3840 or 0860 228194.
- **EASTERN SUBURBS SCALE MODEL CLUB** (ESSMC). Box Hill, Vic, Australia. For more details contact Pete McKinnon, 61+3 9725 5480 or write to: 33 Clegg Ave, Croydon, Vic 3136, Australia.
- **"FAMAS" (PRONOUNCED "FAMOUS")** Journal of the Frog & Airfix Model Aircraft Society. Contact: FAMAS, 35 Rosebery Road, Suffield Park, Cromer, Norfolk. NR27 0BX.
- **IPMS FENLAND/SPALDING MODEL GROUP**. Contact Peter Emms on 01775 767729.
- **IPMS PROVINCES OF FRANCE**. The URL for IPMS Provinces of France changed to <http://www.multimania.com/ipmspdf/index.htm>
- **GLASGOW IPMS**. Non-IPMS members welcome. Contact Bruce Smith on 0141 563 2098.
- **GLOUCESTER IPMS**. Contact: Jeff Brown, 123 Pleasant Way, Beeches Park, Cirencester. GL7 1BJ. Tel: 01285 659254.
- **GRANTHAM MODEL CLUB**. Contact John Tinker on 01476 870816 or Craig Gardiner on 01476 401483.
- **GUERNSEY PLASTIC MODELLERS GROUP**. Contact Dave Nash, 7 Pierre Perceé Villa, Prince Albert Road, St Peter Port, Guernsey. GY1 1EZ. Tel: 01481 728186.
- **THE HARROW MODELLING SOCIETY**. Contact Stewart on 0181 427 6858 or Roger on 0181 997 6051 for details.
- **HOBBY DEPOT MODELER CLUB**. Contact M. Fuller, 1524 Est Summer St., Hartford, WI 53027, USA.
- **IPMS HORNCHURCH**. New Club Secretary: Dave Ryan, 36 The Lintons, Linton Road, Barking, Essex. IG11 8HS. Tel: 0181 594 4670.
- **ISCA SCALE PLASTIC MODEL CLUB** - East Devon. Contact Mr K. Sweeting 10, Old Barn Close, Stokecanon, Exeter, Devon. EX5 4AD.
- **KEIGHLEY PLASTIC MODEL SOCIETY**. Contact John on (01535) 665722.
- **IPMS KENT**. For details contact Jim Chapman, 77 Sutherland Avenue, Petts Wood, Kent. BR5 1QY. Tel: 01689 822669.
- **IPMS KINGSTON (CANADA)**. Contact Tony on 389 4878.
- **LINCOLN MODEL CLUB** (IPMS Lincoln). For more information, contact Ian Crawford on 01522 533380.
- **IPMS (CANADA) LONDON**. Contact Kerry Traynor on 1-519-453-4818.
- **KAIMAI BRANCH IPMS (NZ)**. Contact Peter Cook at bmc-ipmsnz@xtra.co.nz or Tel: 07 5756 517
- **KEIGHLEY PLASTIC MODEL SOCIETY** contact John on (01535) 665722.
- **LORDSWOOD (JUNIOR) MODEL CLUB** is meeting every Saturday between 4.15 and 6.15pm at the Lordswood Public Library, Kestrel Road, Lordswood, Chatham, Kent. ME5 8TH. The club supplies basic modelling materials and equipment and is sponsored by REVELL (GB), so why not go along and have a look. For more details contact Mr D. Jadoul on 01634 841504.
- **LOTHIAN MODELLERS CLUB** and Edinburgh IPMS. For details contact Ian Hanratty on 0131 665 4087.
- **LUSO-FANATICS. QUARTERLY** newsletter about Portuguese Military Aviation. Contact Dr Rui Domingues. P.O. Box 52054, 4202 - 801 Porto, Portugal. E-mail: ruidom@mail.telepac.pt
- **MARITZBURG MODELLERS CLUB**, South Africa. Contact Andy Williams 0331-961-850 or Alan Farre 0332 306446.
- **MEDWAY MODELLING CLUB**, Gillingham, Kent. Contact Harry Greenwood, 01634-829531 or Alan Starkey, 01474-357064.
- **MILDENHALL PLASTIC MODEL CLUB**. For information contact Peter on 01638 742354.
- **MILTON KEYNES MODEL CLUB**. Contact Phil Smith on 01908 505988.
- **NORFOLK SCALE AIRCRAFT MODEL GROUP**. For information call John Turner on 01603 890595.
- **NORTH ESSEX MODELLERS**. Ring Jerry Baker on 01206 855080 or Mark Harris on 01206 842694 for details.
- **NORTH SOMERSET MODELLERS SOCIETY**. For more information ring Fred Tooke on (01934) 416798.
- **NORTH STAFFS MODEL CLUB**. Contact Stefan on 01782 618181 or Phil on 01782 544612 for details.
- **NORTH WALES MODELLING CLUB**. Those wishing to form a scale modelling club in North Wales please contact Justin Gorka on 01492 532101 (day) or 01492 543590 (evenings).
- **NORWICH SCALE MODEL GROUP**. For more information please contact John Turner on 01603 890595.
- **NOTTINGHAM AND DISTRICT IPMS**. Contact James Downham, 17 Quantock Close, Nottingham. NG5 9QA or Tel: 0115 2696799
- **GREATER PETERBOROUGH MODEL CLUB**. For details ring Jim Sylvester on 01733 571728.
- **PLYMOUTH SCALE MODEL ASSOCIATION**. Contact Roger Haskell on 01752 267527 after 6pm.
- **PMC KOELN E.V.**, Germany. For more information contact Michael Winkler, Mertener Str.6, D-50321 Bruehl, Germany or Email: nc-winklem@netcologne.de
- **POOLE SCALE MODELLERS** Contact Malcolm on 01202 694037.
- **POOLE VIKINGS MODEL CLUB** (Incorporating Dorset IPMS). For more details contact Paul Moores on 01202 483932.
- **ROBERTSBRIDGE AVIATION SOCIETY MODEL CLUB**. Please contact David Morrice, 27 Derwent Drive, Tunbridge Wells, Kent. TN4 9TB Tel: 01892 520856
- **SALISBURY IPMS**. Please contact: Peter James, 'Lithorien', 18 Ilyton Avenue, Firstdown, Salisbury, Wilts, SP5 1SH. Tel 01980 862403.
- **SHROPSHIRE SCALE MODELLERS** (IPMS Telford). Contact Gary Stevens, 8 Whittemere Road, Shrewsbury, SY1 3BT.
- **IPMS SOUTH AFRICA**. For further details contact Colin Burgess on 011 462 3549 or Email albertm@global.co.za or visit or Web site at www.kimberley.co.za/ipmsa
- **IPMS SOUTH EAST LONDON** please ring Paul Brack on 0181 650 6504 or Alan Partington on 0181 697 6929.
- **SOUTHEAST-ON-SEA MODEL CLUB** (South East Essex IPMS). Contact Dean on 01702 603031.
- **SOUTH LONDON SCALE MODEL CLUB**. For details and an information sheet, please ring Steve Hubbard on 0181 514 3840 or 0860 228194.
- **ST. EDMUNDSBURG SCALE MODELLERS**. Contact Rod Jones (Secretary) on 01284 - 766104.
- **STAFFORD IPMS MODEL CLUB**. For information contact: Terry Campion, 3 Leedhams Croft, Walton-on-Trent, Swadlincote, Derbyshire. DE12. Tel: 01283 713602.
- **IPMS STE HELENE** (Montreal, Canada). For information contact Jean Marc Perreault. Tel: 450 656 7243.
- **STIRLING & DISTRICT MODELLERS SOCIETY** SAE for programme to W. Wood, 37 Woodlands, Sauchie, Clacks. FK10 3PJ. Tel: 01259 722428
- **SUNDERLAND SCALE MODEL CLUB** meets in Fulwell, Sunderland. Contact Peter Hall 0191 513 0489 or David Dykes 0191 548 7777.
- **SUSSEX MODEL GROUP**. For information please contact 01403 782638.
- **SUTTON COLDFIELD MODEL MAKERS' SOCIETY**. For more information contact Robert Day. 'Ashgrove', Diddley Lane, Filongley, Coventry. CV7 8DQ. Tel: 01676 540469.
- **TAYSIDE MODELLING SOCIETY**. Details from Keith Herd, 38 Ashgrove, Perth. Tel 01738 629555 (Sorry no under 16's).
- **THURROCK SCALE MODEL CLUB**. For more information please contact John Davies on 01375 406895 or Steve Moore on 0708 853139
- **IPMS TORONTO (CANADA)**. Contact IPMS Toronto, 3219 Yonge St., Suite 334, Toronto, Ontario, M4N 2L3, Canada.
- **WALLINGFORD (IPMS)**. For more details contact Club Secretary Steve Lovelock on 01235 817948 or George Clark on 01491 201902.
- **WALLINGTON (IPMS)**. Contact Steve Lovelock on 01235 817948 or George Clark on 01491 201902.
- **WARRINGTON (IPMS)**. For details contact Dave Foxall on 01925 825619.
- **WATFORD SCALE MODEL CLUB**. For more information call Nigel Foster on 01582 667210.
- **WEST MIDDLESEX IPMS**. Contact Les Clancy on 01784 465191 or Tony Horten on 0181 384 3840 for details.
- **IPMS YU-VOJVODINA** (Yugoslavia). Contact Nenad Mikisev, Bulevar Veljka Vlahovica 56/10, 23000 Zrenjanin, Yugoslavia. Email: modellari@ptt.yu
- **YORK & DISTRICT PLASTIC MODELS SOCIETY**. Contact Chris on 01430 873408 or Joel on 01904 766895.

Special Interest Groups (SIGs)

- **WORLD WAR ONE SIG** has a new website at <http://www.users.globalnet.co.uk/~ipmsuk/wingswiresig.htm>
- **NACHTIGALL. A NEW SIG** for all those interested in Nightfighters. For more information contact Anthony Oliver on 01228 529297 after 6pm.
- **IPMS GULF WAR SIG**. Contact G Madgwick, 9 Hedgehill Road, East Challow, Wantage, Oxon. OX12 9SD. Tel: 01235 769746. Email: gary@patrol.i-way.co.uk
- **WINGS 'N' WIRES**. IPMS World War I Aircraft SIG. Contact Alan Crow, 55 Morven Lea, Blaydon, Tyne & Wear. NE21 4EY.
- **SIGPMA A NEW SIG** for all those interested in Portuguese Military Aviation. Contact: P.O. Box 52054, 4202 - 801 Porto, Portugal. E-mail: ruidom@mail.telepac.pt
- **YUGOSLAV AVIATION SIG** discussion board at <http://disc.server.com/58276.html>.
- **HELICOPTER MODELLERS** - interested in a quarterly newsletter produced by like minded enthusiasts? For more details contact: Pete Tasker, 22 Brookfield, Haslington, Crewe. CW1 5WE.

New Clubs (Forming)

- **FORMATION OF A NEW SOCIETY** in the Cornwall area. Anyone interested in joining this society should contact the address below, enclosing a stamped SAE, so that possible meeting venues etc can be determined by establishing the location of the greatest density of potential members. Contact The Cornish Plastic Modelling Society c/o Havenhurst, Granny's Lane, Perranporth, Cornwall TR6 0HB. Tel: 01872 573191.

Events

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.

Forthcoming Events

Forthcoming Events

- **March 25th.** Shoreham Aeromart, Shoreham Airport, West Sussex. Contact Andy Saunders on (Tel/Fax) 01424 440644.
- **March 25th.** New Jersey IPMS, Mosquitocon 2000, Wayne Police Athletic League (PAL), PAL Road (off Route 23). Contact Bob La Padura, 81 Diamond Lane, Old Bridge, New Jersey 08857, USA. Email rlapadura@aol.com. Tel (732) 360 9733.
- **March 25th & 26th.** Scale-Modellmania 2000 at the Stadthalle Offenbach, Waldstraße 312, 63071 Offenbach am Main. Contact Peter Ankenbrand Tel: ++49 (0) 6073/711 502 or Horst Rösler Tel: ++49 (0)69/77 22 87.
- **April 2nd.** LGW2000, the 11th Gatwick International Aircraft Enthusiasts Fair, 10am to 5pm at the Crawley Leisure Centre, Haslett Avenue, Crawley, West Sussex.
- **April 9th.** Barnet Scale Model Club, Holmshill School, Thrift Farm Lane, Shenley Road, Borehamwood, Herts. **NEW VENUE** Contact (Trade) Jonathan Burns (0181) 423 2186 or (Clubs) Pete Stern (0181) 449 7854.
- **April 15th-16th.** Scottish National Modelling Championships, Albert Hall, Dumbarton Road, Stirling. Contact Willie Wood, 37 Woodlands, Sauchie, Clacks. FK10 3PJ Tel: 01259 722 428.
- **April 16th.** East Midlands Model Show, Hinckley Leisure Centre, Hinckley, Leicestershire. For more information contact Gordon on 01455 230952 or Email modelspot@dial.pipex.com.
- **April 30th **Note New Date**.** IPMS Gloucester Y2K Model Show, Churchdown

Community Centre, Parton Road, Churchdown, Gloucester. Contact Jeff Brown (Branch Secretary) 123, Pheasant Way, Beeches Park, Cirencester, Glos. GL7 1BJ.

- **April 28th-30th.** IPMS(USA)-NENY, 29th Annual IPMS Region 1 Convention 'Northeastcon 2000', Albany Ramada Inn, 1228 Western Avenue, Albany, NY12203. Contact Bill Ellis, 547 Washington Avenue, Albany, NY 12206, USA.
- **April 29th.** Poole Vikings Model Club (Incorporating Dorset IPMS) Annual Model Show will be held at Bournemouth University Sports Hall, Talbot Campus, Fern Barrow (off Wallisdown Road), Bournemouth. Contact Ian Domeney, 1 Strathmore Drive, Verwood, Dorset. BH31 7BJ. Tel: 01202 828724 or Email poole.vikings@virgin.net
- **May 5th-6th.** Region 5 Convention, Port Crook & Lincoln IPMS/USA, at the Holiday Inn Central, Contact Tom Long, 320 Windsor Drive, Papillion, NE 68128, USA. Tel: (402) 592 9054. Email: cosmicmin@aol.com.
- **May 6th.** TMV Modelbouw Happening, C.C. Parishof, Borgloon, Bommerhoevenstraat 10A, Belgium. Contact: Leunen Marc, Broekstraat 10A, Welle 3830. Tel: (00)32 (0) 12 746250.
- **May 6th-7th.** IPMS Sweden, National Plastic Modelling Competition, Skytteholmsskolan, Stockholm. Contact Magnus Fridsell, Skyttevagen 9, 1tr, se-192 58 Sollentuna, Sweden. Email: magnus.fridsell@ind.af.se.
- **May 13th.** Heathrow Aircraft Enthusiasts' Fair, Feltham Community School, Browell Lane, Feltham, Middlesex. Contact Keith Manning on 01372 725063 (evenings).
- **May 27th.** Torbay Model 2000, Torquay Town Hall. Contact Paul Thompson on 01803 558520.
- **June 2nd & 3rd.** IPMS Region V Convention, Radisson Airport Hotel, Columbus, Ohio. For more details contact Steve Rothrock, 2427 Sonnington Drive, Dublin, Ohio 43016, USA or Email rothrock@iwaynet.net.
- **June 3rd.** IPMS Salisbury Model Club, 3rd Annual Show, Hall of Wyvern College, Laverstock, Salisbury, Wilts. Contact David Lane,

13 Park Street, Salisbury, Wilts. SP1 3AT. Tel: 01722 327498 Fax: 01722 501518, Email: d.lane@dial.pipex.com.

- **June 3rd.** Torcan 2000, IPMS Toronto at The Toronto Board of Trade Airport centre, 830 Dixon Road, Toronto, Canada. Contact Paul Roberts (905) 455 0081, Email: proberts@tamcotec.com or Chuck Rothman (905) 669 1096, Email: rothman@interlog.com.
- **July 2nd.** 'A Fort Full of Models', Newhaven Fort, Newhaven, East Sussex. Contact Mid-Sussex IPMS, 15 Aspen Walk, Haywards Heath. RH16 3RB. Fax/Answerphone: (01273) 596581.
- **August 12th.** The 2000 'Virginia Shootout', Salem Civic Center, Salem, VA. For more information contact Jeff Hinchee (540) 989 7723 or Email JHinchee@aol.com.
- **August 12th-13th.** Bournemouth Model Spectacular, The Pavilion, Westover Road, Bournemouth, Hants. Contact John Bothamley (01202) 527723.
- **August 18th-19th.** IPMS Regional Model Contest and Swap Meet, Holiday Inn, Mesa, Arizona, USA. For more information contact Dick Christ, Tel: 480 983 7131 or Email dickc24@aol.com or Jim Frey, Tel: 623 975 9585 or Email jamescorinne@msn.com.
- **September 10th.** Sutton Coldfield Model Makers' Society Model Spectacular 2000. Contact (0121) 308 3165.
- **September 17th.** Modelfest 2000 Model Show, IPMS Farnborough, Frogmore Community Campus, Yateley, Hants.
- **September 24th.** Chiltern Scale Model Show at the Mosquito Museum, Salisbury Hall, Herts. Contact Dr R.M. Wallsgrove, 36 Ver Road, Redbourn, Herts. AL3 7PE. Tel: 01582 792126.

Events

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.

Classified

For Sale

- PP Aerokits Hawker Sea Fury detail set, two Hobbycraft Sea Fury kits, one Mauve Bf 110G-4 and Hi-Tech Bf 109G-12 two-seat conversion. Contact J. Fraser on 01968 672628.
- Unmade plastic aircraft kits for sale, mostly from 1970s to 1980s. Send SAE for list to Colin Strachan, Fairlight, Sandy Lane, Crawley Down, Crawley, RH10 4HX. Tel: 01342 716004 (evenings only).
- Large selection of built models in 1/72nd & 1/48th scale. Send an SAE to the Editor via the editorial address for complete listing. (You can also fax [01234 261251] or Email [SAMed@compuserve.com] your address details through if you wish).
- Approximately fifty 1/48th & 1/72nd scale aircraft kits plus decals and accessories. Mainly modern NATO subjects and some WWII Allied/Axis. Contact M. Atrill, 52 Hillview Terrace, Corstophine, Edinburgh. EH12 8RG.
- 1/48th scale Hasegawa 'Hi-Grade' Phantom FGR.2 'Alcock & Brown', McDD F-15 Eagle with Asat Missile, Trimaster Fw 190A-8 Rammjäger, Me 163 Komet and Me 262A-1a 'Jabo'. Offers to Mike on 01869 323815 (Oxon) between 1-4pm (GMT) please.
- AeroMaster 1/48th scale decal sheet 48113, 48125, 48264 & 48291, plus Superscale sheets 48122, 48388, 48469, 48472, 48504 and Three Guys Replicas sheet 48018. All £3.00 each plus P&P Contact John Hebditch on 01380 812581.
- 1/72nd scale (1935-1949 era subject) kits, rarities and lots of Eastern European brands including plastic, resin and vac-forms. Send SAE or IRC for list to Martin König, Hippo G3/21, A-7760 Vienna, Austria.

● Large selection of kits, books and magazines. Send an SAE to the Editor via the editorial address for complete listing. (You can also fax [01234 261251] or Email [SAMed@compuserve.com] your address details through if you wish).

Wanted

- Monogram 1/48th scale Delta Dart and Delta Dagger kits, also Focke Wulf Fw 190 & Ta 152 kits, books etc. Contact Stuart 01592 771951.
- Yak-28, any and all versions, cutaway, drawings and cockpit details. Also same for Antonov An-12, especially details of undercarriage retraction system. Contact: B. Best, 90 rue Saint-Antoine, 75004, Paris, France.
- Does anyone have issue #3 of Propeller that they will part with. Contact: Charles Cote, P.O. Box 311, Chicoutimi, PQ, Canada, G7H 5C2.
- Air Publications (AP's), Pilot's Notes (UK), Flight Manuals (USA) and all forms of Parts Manuals on all military aircraft types. Specifically Vol 1 & 3s for AP's. Will purchase batches, or singles. I would also like to borrow similar for copying, postage etc covered. Contact the Editor, in writing, at the editorial address or e-mail SAMed@compuserve.com.

Readers Classified

This service is offered free to all our readers. Send your classifieds (no more than 30 words please) to: **Readers Classified SCALE AVIATION MODELLER International 4 Princeton Court, Pilgrim Centre, Brickhill Drive, Bedford MK41 7PZ** Adverts will be run space permitting. Please note, although every care is taken in preparing this section, SAM Publications/DNZee Marketing cannot be liable for any errors and/or omissions. No confirmation of receipt will be given for adverts (no. Email & Fax).

● Italeri & Matchbox 1/72nd scale Ju 88/Ju 188 kits, also Falcon canopy set No. 5 & 9, BMW 801 engines, 1/24th scale RAF & Luftwaffe figures and car kits of 1930s subjects for dioramas. Contact Garry on 01224 697084.

● 1/72nd scale Phantom 'Thunderbirds' display colours, either complete kit or decal sheet, reasonable price paid. Contact A. Sibun, 19 Clare Road, Taplow, Maidenhead, Berks. SL6 0LH.

● Thunderbolts' have you got this sheet but have not used the silver schemes? Contact D. Brown, 18 Hull Road, Anlaby, East Yorkshire. HU10 6UA. Tel: 01482 654465.

Help

- Anyone interested in building WWII aircraft for other people at reasonable prices. Please contact Mr C.A. Weeks on 01249 816528 (evenings only).
- Can anyone who was a member of IPMS JHW please contact Gary Stevens, 8 Whitmore Road, Shrewsbury, Shropshire. SY1 3BT for a possible reunion display at the IPMS Nationals.

Information Required

- To help convert Huma's 1/72nd scale Fw 44 to the BMW Motorjet, using the Bramo 325 engine. Photos, drawings, advice. Also, does anyone know of a kit of the Lavochkin La-150? Contact Tim Large, 23D Blenheim Crescent, London. W11 2EF. Email: tlarge@hotmail.com.
- Photos or drawings of JG300 Wilde Sau Bf 109 night fighters, especially 3./JG300. Contact: Chris Royston, 3 Sovereign Court, Halfpenny Lane, Sunningdale, Berkshire. SL5 0HH.

Diary

- **March 25th.** New Jersey IPMS, Mosquitocon 2000, Wayne Police Athletic League (PAL), PAL Road (off Route 23). Contact Bob La Padura, 81 Diamond Lane, Old Bridge, New Jersey 08857, USA. Email rlapadura@aol.com. Tel (732) 360 9733.
- **March 25th.** Shoreham Aeromart, March 25th, Mosquitocon 2000, New Jersey IPMS(USA).
- **March 25th-26th.** Scale-Modellmania, Frankfurt.
- **April 2nd.** LGW200, Gatwick.
- **April 9th.** Barnet Model Show, Herts. ***New Venue***
- **April 15th-16th.** Scottish National Modelling Championships, Stirling.
- **April 16th.** East Midlands Model Show.
- **April 28th-30th.** 'Northeastcon 2000' New Jersey, USA.
- **April 29th.** Poole Viking Model Club, Annual Show, Bournemouth.
- **April 30th.** The IPMS Gloucester Y2K Model Show, Gloucestershire.
- **May 5th-6th.** Region 5 Convention, Port Crook & Lincoln IPMS/USA.
- **May 6th.** TMV Modelbouw Happening (Belgium).
- **May 6th-7th.** IPMS Sweden, National Plastic Modelling Competition.
- **May 13th.** Heathrow Aircraft Enthusiasts' Fair.
- **May 27th.** Torbay Model 2000.
- **June 2nd-3rd.** IPMS Region V Convention, Columbus, Ohio. (USA)
- **June 3rd.** 3rd Annual Show, IPMS Salisbury Model Club, Wilts.
- **June 3rd.** Torcan 2000, IPMS Toronto (Canada).
- **July 2nd.** A Fort Full of Models, Newhaven.
- **August 12th.** The 2000 'Virginia Shootout', Salem, VA (USA).
- **August 12th-13th.** Bournemouth Model Spectacular.
- **August 18th-19th.** IPMS Regional Model Contest & Swap Meet, Mesa Arizona.
- **September 10th.** Sutton Coldfield Model Makers' Society Model Spectacular 2000.
- **September 17th.** Modelfest 2000 Model Show, IPMS Farnborough, Hants.
- **September 24th.** Chiltern Scale Model Show (Herts).

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Please Note...

It is with great reluctance that we must insist that all future submissions to the Readers Classified section MUST be typed. We will no longer entertain any hand written submissions. We regret having to insist on this, but a number of problems have arisen due to unclear handwriting in previous advertisement submissions.



#32501



#32502



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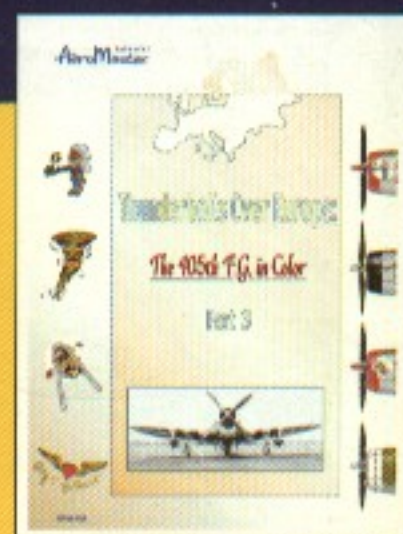
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